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OPERATION & WORKS COMMITTEE MG.0

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CITY OF MISSISSAUGA
RETURN TO CENTRAL RECORDS
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LOCATION LABEL



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PUBLIC WORKS COMMITTEE

JANUARY to
FEBRUARY

1982

THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

PUBLIC WORKS COMMITTEE

THURSDAY, JANUARY 21, 1982 AT 4:00 P.M.

COMMITTEE ROOM 'A'

MEMBERS:

Councillor D. Culham,
Councillor D. Cook
Councillor M. Marland
Councillor R. Skjarum
Mr. P. K. Kar
Mr. J. Newell
Mr. J. Rogers

PREPARED BY:
DATE:

Clerk's Department
January 19, 1982

COMMITTEE MEMBERS ARE REQUESTED TO CONTACT THE APPROPRIATE
DEPARTMENT HEADS PRIOR TO THE MEETING IF GREATER EXPLANATION
OR DETAIL IS REQUIRED WITH REGARD TO ANY ITEM ON THE AGENDA.

INDEX, PUBLIC WORKS COMMITTEE AGENDA, JANUARY 21, 1982

<u>ITEM #</u>	<u>FILE #</u>	<u>SUBJECT</u>
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2.	F.06.03.03	Sidewalk Construction on Major Roads and Sidewalk Priorities
3.	A.02.04.06.01	Transportation of Hazardous Materials on Proposed Truck Routes
4.	E.02.02.01	Servicing City-Owned Lands Proposed for Sale
5.	F.05.04.03	Distinction of Refuse for Recycling and Refuse for Disposal by the Garbage Contractor and his Employees
6.	A.03.04.06	Summary of Unfinished Business

PUBLIC WORKS COMMITTEE

THURSDAY, JANUARY 21, 1982
COMMITTEE ROOM 'A' AT 4:00 P.M.

A G E N D A

MATTERS FOR CONSIDERATION

1. Appointment of a Chairman and Vice-Chairman for the Public Works Committee to serve for the year 1982. Section 68a of Procedural By-law 236-78 reads as follows:

"At the first regular meeting of each Standing Committee, a Chairman and a Vice-Chairman shall be elected by a majority of the members; Citizen members shall not be appointed as Chairman of any Standing Committee, with the exception of the Local Architectural Conservation Authority. The term of office for the Chairman of any Standing Committee shall be limited to a maximum of two consecutive years."

File: A.03.04.06

DIRECTION REQUIRED

2. Report dated January 18, 1982 from the Commissioner of Engineering and Works regarding sidewalk construction on major roads and sidewalk priorities.

As a result of the Public Works Committee's deliberations on the sidewalk installation on the north side of Burnhamthorpe Road between Golden Orchard Drive and Tomken Road on October 1, 1981, General committee made the following recommendation, which was adopted by Council on October 13, 1981:

- (a) That it be the City of Mississauga's policy to construct concrete sidewalks along all major City roads where there is adjacent development, and further, that the site plans and engineering agreement dealing with Regional roads require that the developer pay the costs of constructing sidewalks adjacent to these roads.
- (b) That the construction of a concrete sidewalk on the north side of Burnhamthorpe Road between Golden Orchard Drive and Tomken Road be considered in the 1982 Capital Sidewalk Construction Programme.

January 21, 1982

ITEM 2 CONTINUED...

- (c) That consideration be given at the time of the 1982 Capital Budget discussions for an additional allocation of \$40,000.00 per year to be assigned to the Capital Construction Sidewalk Programme to ensure that a walk on both sides of Burnhamthorpe Road from Etobicoke Creek to Winston Churchill Boulevard evolves in harmony with abutting developments.
- (d) That the Commissioner of Engineering and Works prepare a report for the consideration of the Public Works Committee with respect to the timing of the construction of sidewalks along all major City roads and Regional roads where there is adjacent development and the policy of the Ministry of Transportation and Communications with respect to the provision of sidewalks at clover-leaves.

At a Capital Budget Meeting held on December 16, 1981, it was suggested that the Public Works Committee consider, during 1982, the matter of establishing sidewalk priorities.

Attached to the report dated January 18, 1982, from Mr. Taylor is a copy of the report which was submitted to the Budget Committee dated January 7, 1982, which recommends the following policy:

- (a) That on draft plans of subdivision which have not been approved by Council as of January 25, 1982 the developers be required to pay the City the cost of constructing a sidewalk on a major road which abuts their plan of subdivision (where no sidewalk presently exists).
- (b) That all re-zonings and site plans which have not been approved by Council as of January 25, 1982 be required to pay for the cost of constructing a sidewalk on a major road which is adjacent to the development (where no sidewalk presently exists).
- (c) That the cash-in-lieu payments for sidewalks on major roads be set up in a special reserve fund, with interest to be credited to the Special Sidewalk Reserve Fund and that a specific amount be withdrawn annually from the fund for sidewalk construction on major roads on a City-wide basis. Further, if this recommendation cannot be administered by the Treasury Department, the cash-in-lieu of policy of this report be reconsidered.

January 21, 1982

ITEM 2 CONTINUED...

As a result of the discussions at the Budget Committee Meeting, a Resolution adopting the foregoing policy will be placed before Council on Monday, January 25, 1982.

Referred to in Mr. Taylor's report, but not attached to it, is a report showing those major streets which have sidewalks and which do not. In addition, this report indicates those streets where sidewalks will be constructed within the 5-year period due to Capital Works Projects, etc. Because of the size of this report, copies will not be available and will not be distributed to the Committee Members until just before the meeting.

Mr. Taylor recommends:

- (a) That the 1981 Sidewalk Needs Study dated January 21, 1982 be circulated to all Members of Council for their information.
- (b) That the 1981 Sidewalk Needs study dated January 21, 1982 be used as the basis for determining future Capital Works Sidewalk Programs.

File: F.06.03.03

RECOMMEND ADOPTION

- 3. Interim Report dated January 18, 1982, from the Commissioner of Engineering and Works regarding the transportation of hazardous materials on proposed truck routes.

During the discussion of the Truck Route Network Study, 1981, at the Public Works Committee Meeting on October 1, 1981, Mayor McCallion requested the Commissioner of Engineering and Works to prepare a report on the transportation of hazardous materials in the City of Mississauga.

In his report dated January 18, 1982, Mr. Taylor advises that new legislation is before the Ontario Legislature in the form of Bill 93, The Dangerous Goods Transportation Act, 1981, a copy of which is attached to the report. This Bill has already received second reading, but after its proclamation cannot come into force and effect until regulations prescribed under Section 11 have been enacted, and this will not occur until after the Federal Government has prepared its list of dangerous goods under its own draft legislation.

January 21, 1982

ITEM 3 CONTINUED...

Mr. Taylor further advises that his Department has done preliminary work in looking into possible routes for the transportation of dangerous goods and identified in general terms, the industrial areas of the City which may possibly be generators or points of destination of these products. However, it is only when dangerous products are accurately defined and legislation is in place that it would be possible to designate routes and restrict movement to particular areas or on certain roads.

Mr. Taylor recommends:

"That the City of Mississauga request both the Federal and Provincial Governments to expeditiously pass legislation regulating the movement of hazardous goods by all modes of transportation, and that the legislation empower local municipalities to have the authority to pass by-laws designating only certain roads within their jurisdiction for the movement of such material."

File: A.02.04.06.01

RECOMMEND ADOPTION

4. Report dated January 18, 1982, from the Commissioner of Engineering and Works regarding a policy with respect to servicing City-owned lands proposed for sale.

General Committee, at its meeting on September 23, 1981, considered a report from Mr. R. K. Johnston, Director of Realty Services, regarding two building lots at 2511 and 2717 Whaley Drive which had been purchased from the City of Mississauga by Frank and Michele Scappicio. At that time, General Committee made the following recommendation, which was adopted by Council on September 28, 1981:
 - (a) That the City of Mississauga re-purchase the two building lots described as Parts 1, 2, 3 and 4 on Reference Plan 43R-4442 (2511 and 2717 Whaley Drive) at the original purchase price paid by Frank and Michele Scappicio as the conditions of the tenders required the purchaser to extend the municipal services to service the lot including the existing storm sewer as this servicing will inflict severe financial hardship on Frank and Michele Scappicio.
 - (b) That the Commissioner of Engineering and Works prepare a report for the consideration of the Public Works Committee regarding the policy with respect to servicing of City lands proposed for sale.

January 21, 1982

ITEM 4 CONTINUED...

In his report dated January 18, 1982, Mr. Taylor advises that after reviewing the misunderstanding which occurred when the city-owned lands on Whaley drive were offered for sale, he recommends that all residential lots which have sanitary, storm and water available be sold as fully serviced lots, lots which can only be serviced with sanitary and water be provided with these services, and the prospective purchaser be required to acknowledge that he is aware that storm sewer service cannot be obtained, and with respect to industrial lands, that these be sold without sanitary, storm and water connections being available to the street line and the prospective purchaser be required to acknowledge the fact at the time of tendering.

Mr. Taylor recommends:

(a) POLICY FOR SELLING RESIDENTIAL LOTS WHERE FULL SERVICES ARE AVAILABLE

Residential lots should be sold only as fully serviced lots (sanitary, storm and water) by the City. In the event that these services have not been installed to the street line the City should give a firm price for installation of these services, and this should be added to the selling price of the lot. The services should be installed within 60 days of the close of the deal by the City.

(b) POLICY FOR SELLING RESIDENTIAL LOTS WHERE SANITARY AND WATER ONLY ARE AVAILABLE

(i) The prospective owner will sign a certificate at the time he makes the offer and acknowledge the fact that he was made aware that sanitary sewer and water services only were available to the property.

(ii) If the sanitary connections and the water connections have not been brought to the street line the policy referred to above for fully serviced residential lots will be instituted.

(c) POLICY FOR SELLING INDUSTRIAL LOTS

Industrial lots will not be sold with services available, due to the fact that it is usually impossible to ascertain where a future owner might wish to locate the services for an industrial lot, or the size of same. It will, therefore, be a condition

January 21, 1982

ITEM 4 CONTINUED...

for the sale of an industrial lot that a prospective purchaser will sign a certificate indicating that he is fully aware that services (storm, sanitary and water) have not been provided to the street line for such industrial lot.

File: E.02.02.01

RECOMMEND ADOPTION

5. Report dated January 18, 1982, from the Commissioner of Engineering and Works regarding the distinction of refuse for recycling and refuse for disposal by the garbage contractor and his employees.

During the discussion of the collection of garbage, brush and debris at the Public Works Committee Meeting on October 1, 1981, Mayor McCallion requested the Commissioner of Engineering and Works to investigate and prepare a report on complaints she and other Councillors had received that the garbage contractor was not distinguishing between refuse for recycling and refuse for disposal.

In his report dated January 18, 1982, Mr. Taylor advises that as part of the tender documents, it was stipulated that the collection of bundled newspaper was to be performed on a weekly basis for single family dwellings and multi-family developments. This work also included the disposal of the waste newspaper collected as determined by the contractor, but under no circumstances was it to be disposed of at the Region of Peel Sanitary Landfill Site. Mr. Taylor reports that in his communications with the contractor, Robran Construction, he has been advised that the disposal of waste newspaper has been volatile and the demand for recycled newsprint fluctuates greatly within short periods of time. During the first six months of the contract, the contractor collected 59.1 ton plus an approximate 20 ton which is located at the Region of Peel landfill site, but which has not as yet been disposed of to the company accepting the paper collected. In order that this situation does not recur in 1982, he suggests that Robran Construction be requested to advise on the tonnage of paper picked up each month and advise whether or not their end user is accepting all of the newspaper sent to him.

January 21, 1982

ITEM 5 CONTINUED...

Mr. Taylor recommends:

- (a) That Robran Construction be required to provide once a month, by the 15th day of the month, a statement indicating the tonnage of paper which they have collected separately in the previous month.
- (b) That Robran Construction be required to advise if the end user of the newspaper has accepted all the newspaper which Robran Construction delivered to them in the previous month.
- (c) That the Commissioner of Engineering and Works advise monthly on the tonnage of paper picked up, and if the end user has accepted all of the newspaper provided by Robran Construction.
- (d) That the Commissioner of Engineering and Works investigate whether or not Ontario Paper in St. Catharines is still willing to pick up in Mississauga all of the newspaper which the City of Mississauga can provide, either on an "as required", or a contract basis.

File: F.05.04.03

RECOMMEND ADOPTION

6. Summary of Unfinished Business relating to the Public Works Committee as of January 19, 1982.

File: A.03.04.06

RECOMMEND RECEIPT



CITY OF MISSISSAUGA

MEMORANDUM

FILES: 11 141 00039
17 111 82114
11 431 83001

To: Chairman and Members of the
Public Works Committee
Dept.

From: William P. Taylor, P. Eng.
Dept. Engineering and Works

P. W. DATE Jan 21/82

January 18, 1982

SUBJECT:

Sidewalk Construction on major roads and sidewalk priorities.

ORIGIN:

Requests for Reports 246-81 and 314-81

COMMENTS:

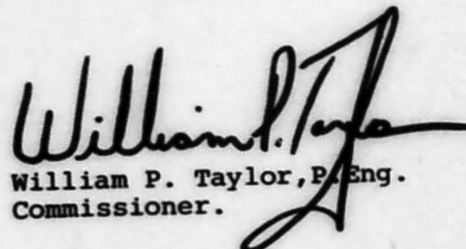
We have prepared for Public Works Committee's consideration a report showing those major streets which have sidewalks and those which do not. In addition, this report indicates those streets where sidewalks will be constructed within the 5-year period due to Capital Works Projects, etc.

We are also attaching a copy of the report which was submitted to the Budget Committee dated January 7, 1982, which recommends a policy for constructing sidewalks on major roads adjacent to new developments.

RECOMMENDATIONS:

- 1 - That the 1981 Sidewalk Needs Study dated January 21, 1982 be circulated to all members of Council for their information.
- 2 - That the 1981 Sidewalk Needs Study dated January 21, 1982 be used as the basis for determining future Capital Works Sidewalk Programs.

RECEIVED	
REGISTRY No.	618
DATE	JAN 19 1982
FILE No.	F. 06.03.03
WORKS DEPARTMENT	


William P. Taylor, P. Eng.
Commissioner.

WPT.mh
att.
c.c. E. M. Halliday.

2a

FILE: 11 321 82001

Mayor and Members of
Budget Committee

William P. Taylor, P. Eng.
Engineering and Works

January 7, 1982

SUBJECT: Sidewalk construction on major roads?

ORIGIN: 1982 Capital Budget Discussions.

COMMENTS: The existing City policy is that the City constructs sidewalks on all City major roads from City funds. In addition, the City is required to construct sidewalks on Regional Roads, and Council has adopted a policy that developers adjacent to Regional roads be required to provide the funds for sidewalk construction on same. The present policy is not satisfying the demand for sidewalks on major roads in that the City does not have adequate funds. Further, our review of the sidewalk requirements on the existing major road system indicates that we have approximately 5 million dollars worth of sidewalks to construct as a "now" need, and that the future needs in areas yet to be developed will require an additional 9½ million dollars for sidewalk construction.

216
JAN 8 - 1982
J. 05.01

We would, therefore, suggest that consideration be given to making it a requirement for all plans of subdivision, re-zonings, site plans, etc., adjacent to major roads, that the developer deposit with the City funds sufficient to construct a sidewalk on the major road which borders the development. Further, we are not suggesting that the major road levy be adjusted because of this change due to the fact that the levy is based on 50% M.T.C. subsidy on a major road, and at the present time the amount of subsidizable work is only about 40-45%. The reason for this is that sidewalks and streetlighting are non-subsidizable items.

RECOMMENDATIONS: 1 - That on draft plans of subdivision which have not been approved by Council as of January 25 1982 the developers be required to pay the City the cost of constructing a sidewalk on a major road which abuts their plan of subdivision (where no sidewalk presently exists).

continued...

26

RECOMMENDATIONS:
(continued)

- 2 - That all re-zonings and site plans which have not been approved by Council as of January 25, 1982 be required to pay for the cost of constructing a sidewalk on a major road which is adjacent to the development (where no sidewalk presently exists).
- 3 - That the cash-in-lieu payments for sidewalks on major roads be set up in a special reserve fund, with interest to be credited to the Special Sidewalk Reserve Fund, and that a specific amount be withdrawn annually from the fund for sidewalk construction on major roads on a City-wide basis. Further, if this recommendation cannot be administered by the Treasury Department, the cash-in-lieu-of policy of this report be reconsidered.

William P. Taylor, P. Eng.
Commissioner.

WPT.mh
c.c. E. M. Halliday,
D. A. R. Ogilvie,
W. Munden



CITY OF MISSISSAUGA

MEMORANDUM

FILE REF : 13 222 00201
11 141 00039

To Chairman and Members of
Public Works Committee
City of Mississauga

From William P. Taylor, P.Eng., Commissioner

Dept. _____

Dept. Engineering and Works

P. W. DATE Jan 21/82

January 18, 1982

REQUEST NO. 241-81
CLERKS FILE NO. A.02.04.06.01.

LADIES & GENTLEMEN :

SUBJECT : Transportation of Hazardous Materials.

SOURCE : Public Works Committee meeting held on December 11, 1981.

COMMENTS : Our Legal Department has advised that the Province has no legislation at present dealing specifically with the transportation of hazardous goods. There is a provision in the Ontario Municipal Act which enables a municipality to pass "such by-laws and make such regulations for the health, safety, morality, and welfare of the inhabitants in matters not specifically provided for in this by-law as may be deemed expedient and not contrary to law".

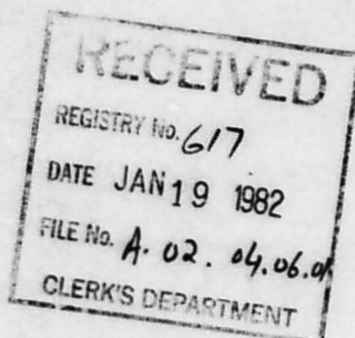
The Legal Department comments that it may be possible for a municipality to pass a by-law similar to that enacted by Edmonton. However, since the Province is already moving in that direction, such a by-law may not be long lived.

Bill 93, The Dangerous Goods Transportation Act, 1981, has received second reading in the Ontario legislature, and even if it receives third reading, after proclamation it cannot come into force and effect until regulations prescribed under Section 11 have been enacted. A copy of Bill 93 is attached for your information.

Mr. Gilbert, the Deputy Minister of Transportation and Communications for Ontario, indicated that the Province will enact regulations when the Federal Government prepares their list of dangerous goods under their draft legislation.

The Engineering Department has done preliminary work in looking at possible routes for the transportation of dangerous goods and identified in general terms, the industrial areas of the City which may possibly be generators or points of destination for these products. However, it is only when dangerous products are accurately defined and legislation is in place, we can designate routes and restrict movement to particular areas or on certain roads as we are enabled by the legislation.

continued ...



BILL 93

Government Bill

1ST SESSION, 32ND LEGISLATURE, ONTARIO
30 ELIZABETH II, 1981

The Dangerous Goods Transportation Act, 1981

THE HON. J. W. SNOW
Minister of Transportation and Communications

TORONTO
PRINTED BY J. C. THATCHER, QUEEN'S PRINTER FOR ONTARIO

The Dangerous Goods Transportation Act, 1981

HER MAJESTY, by and with the advice and consent of the Legislative Assembly of the Province of Ontario, enacts as follows:

1. In this Act,

Interpre-
tation

- (a) "analyst" means any person designated as an analyst under the *Transportation of Dangerous Goods Act* (Canada); 1980, c. 36
(Can.)
- (b) "container" means transport equipment, including equipment that,
 - (i) is carried on a chassis,
 - (ii) is strong enough to be suitable for repeated use, and
 - (iii) is designed to facilitate the transportation of goods without intermediate reloading,but does not include a vehicle;
- (c) "dangerous goods" means any product, substance or organism included by its nature or by the regulations in any of the classes listed in the Schedule;
- (d) "highway" means a highway as defined in *The Highway Traffic Act*; R.S.O. 1970,
c. 202
- (e) "inspector" means any person designated as an inspector by the Minister under this Act;
- (f) "Minister" means the Minister of Transportation and Communications;
- (g) "packaging" means any receptacle or enveloping material used to contain or protect goods, but does not include a container or a means of transport;
- (h) "prescribed" means prescribed by the regulations;

(i) "regulations" means the regulations made under this Act unless the context indicates otherwise;

(j) "safety mark" includes any design, symbol, device, sign, label, placard, letter, word, number, abbreviation or any combination thereof that is to be displayed on dangerous goods, packaging or containers or vehicles used in the transporting of dangerous goods;

(k) "safety requirements" means requirements for the transportation of dangerous goods, the reporting of the transportation, the training of persons engaged in the transportation and the inspection of the transportation;

(l) "safety standards" means standards regulating the design, construction, equipping, functioning or performance of containers, packaging or vehicles used in the transporting of dangerous goods;

(m) "shipping document" means any document that accompanies dangerous goods being transported and that describes or contains information relating to the goods and, in particular, but without restricting the generality of the foregoing, includes a bill of lading, cargo manifest, shipping order or way-bill;

R.S.O. 1970,
c. 202

(n) "trailer" means a trailer as defined in *The Highway Traffic Act*;

1980, c. 36
(Can.)

(o) "*Transportation of Dangerous Goods Act* (Canada)" means the *Transportation of Dangerous Goods Act* (Canada), as amended from time to time and includes the regulations made under that Act from time to time unless the context indicates otherwise;

(p) "vehicle" means a vehicle as defined in *The Highway Traffic Act*.

Where Act
does not
apply

2.—(1) This Act does not apply to dangerous goods transported in a vehicle,

(a) while under the sole direction or control of the Minister of National Defence for Canada; or

(b) for which a permit is issued under subsection 2 while there is compliance with the permit.

Permit

(2) The Minister or a person designated by him may issue a permit exempting, from the application of this Act, the transportation of dangerous goods in a vehicle.

(3) A permit issued under subsection 2 is subject to such terms *Idem* and conditions as the issuer considers appropriate and are contained in the permit.

(4) The Minister may designate in writing any person as a *Person designated* person authorized to issue a permit referred to in subsection 2.

(5) This Act binds the Crown.

Application to Crown

3. No person shall transport any dangerous goods in a vehicle *Offences* on a highway unless,

(a) all applicable prescribed safety requirements are complied with; and

(b) the vehicle and all containers and packaging in it comply with all applicable prescribed safety standards and display all applicable prescribed safety marks.

4.—(1) Every person who contravenes section 3 is guilty of an *Penalty* offence and is liable on the first conviction to a fine of not more than \$50,000, and on each subsequent conviction to a fine of not more than \$100,000.

(2) Every person who contravenes any provision of this Act or *Idem* the regulations for which no other penalty is provided by this Act is guilty of an offence and is liable on conviction to a fine of not more than \$10,000.

(3) No proceedings under this section may be instituted after *Time limit* two years from the day the offence was committed.

5. It is a defence to a charge under this Act for the accused to *Defence* establish that he took all reasonable measures to comply with this Act.

6. In any prosecution for an offence under this Act, it is sufficient proof of the offence to establish that it was committed by an *Offences by employee or agent* employee or agent of the accused whether or not the employee or agent is identified or has been prosecuted for the offence, but it is a defence for the accused to establish that the offence was committed without his knowledge and that he took all reasonable measures to prevent its commission.

7. Any officer, director or agent of the corporation who *Officers, etc., of corporation* directed, authorized, assented to, acquiesced in or participated in the commission of an offence is a party to and guilty of the offence and is liable on conviction to the penalty provided for the offence whether or not the corporation has been prosecuted or convicted.

- Certificate or report of inspector or analyst
- 8.—(1) Subject to subsections 3 and 4, a certificate or report appearing to have been signed by an inspector or analyst stating that he has made an inspection or analyzed or examined a vehicle, product, substance or organism and stating the results of the inspection, analysis or examination is admissible in evidence in any prosecution for an offence under this Act without proof of the signature or official character of the person appearing to have signed the certificate or report and, in the absence of any evidence to the contrary, is proof of the statements contained in the certificate or report.
- Copies or extracts
- (2) Subject to subsections 3 and 4, a copy or an extract made by an inspector under clause *b* of subsection 2 of section 10 and appearing to have been certified under his signature as a true copy or extract is admissible in evidence in any prosecution for an offence under this Act without proof of the signature or official character of the person appearing to have signed the copy or extract and, in the absence of any evidence to the contrary, has the same probative force as the original document would have if it had been proved in the ordinary way.
- Attendance of inspector or analyst
- (3) The party against whom a certificate or report is produced under subsection 1 or against whom a copy or an extract is produced under subsection 2 may require the attendance of the inspector or analyst who signed or appears to have signed the certificate, report, copy or extract for the purposes of cross-examination.
- Notice
- (4) No certificate, report, copy or extract referred to in subsection 1 or 2 shall be received in evidence unless the party intending to produce it has served on the party against whom it is intended to be produced a notice of such intention together with a duplicate of the certificate, report, copy or extract.
- Designation of inspectors
- 9.—(1) The Minister may designate any person as an inspector for the purposes of this Act.
- Inspector to show certificate
- (2) An inspector shall be furnished with a certificate of his designation and, on inspecting any container, packaging or vehicle he shall, if so required, produce the certificate to the person in charge of the thing being inspected.
- Certificate
- (3) Where an inspector inspects or takes a sample of anything under this Act he shall, if the thing is sealed or closed up, provide the person in charge of it with a certificate in prescribed form evidencing the inspection or taking of the sample.
- Effect of certificate
- (4) A certificate provided under subsection 3 relieves the person to or for whose benefit it is provided of liability with respect to the inspection or taking of a sample evidenced by the certificate, but

does not otherwise exempt that person from compliance with this Act and the regulations.

10.—(1) For the purpose of ensuring compliance with this Act and the regulations, an inspector may, at any time, stop and inspect a vehicle and its load where he believes that dangerous goods are being transported, and request the opening and inspection of or open and inspect any container, packaging or vehicle on a highway wherein or whereby he believes that the dangerous goods are being transported. ^{Powers of inspectors}

(2) On inspecting any container, packaging or vehicle under subsection 1, an inspector may, ^{Inspection}

- (a) for the purpose of analysis, take samples of anything found therein that he believes on reasonable and probable grounds to be dangerous goods; and
- (b) examine and make copies and extracts of any books, records, shipping documents or other documents or papers that he believes on reasonable and probable grounds contain any information relevant to the administration or enforcement of this Act and the regulations.

(3) The owner or person who has the charge, management or control of any container, packaging or vehicle inspected under subsection 1 shall give an inspector all reasonable assistance in his power to enable the inspector to carry out his duties and functions under this Act. ^{Assistance to inspectors}

(4) No person shall, while an inspector is exercising his powers or carrying out his duties and functions under this Act, ^{Obstruction of inspectors}

- (a) fail to comply with any reasonable request of the inspector;
- (b) knowingly make any false or misleading statement either verbally or in writing to the inspector;
- (c) except with the authority of the inspector, remove, alter or interfere in any way with anything removed by the inspector; or
- (d) otherwise obstruct or hinder the inspector.

11.—(1) The Lieutenant Governor in Council may make regulations, ^{Regulations}

- (a) prescribing products, substances and organisms to be included in the classes listed in the Schedule;

- (b) establishing divisions, subdivisions and groups of dangerous goods and classes thereof;
- (c) specifying, for each product, substance and organism prescribed under clause *a*, the class listed in the Schedule and the division, subdivision or group into which it falls;
- (d) determining or providing the manner of determining the class listed in the Schedule and the division, subdivision or group into which any dangerous goods not prescribed under clause *a* falls;
- (e) exempting from the application of this Act and the regulations or any provision thereof the transporting of dangerous goods in such quantities or concentrations, in such circumstances, for such purposes or in such vehicles as are specified in the regulations;
- (f) prescribing the manner of identifying any quantities or concentrations of dangerous goods exempted under clause *e*;
- (g) prescribing the manner in which a permit under clause *b* of subsection 1 of section 2 shall be applied for and issued;
- (h) prescribing safety marks, safety requirements and safety standards of general or particular application;
- (i) prescribing shipping documents and other documents to be used in respect of the transporting of dangerous goods in a vehicle on a highway, the information to be included in such documents and the persons by whom and manner in which such documents are to be used and retained;
- (j) prescribing forms for the purposes of this Act and the regulations;
- (k) amending the Schedule;
- (l) fixing the form, amount, nature, class, terms and conditions of insurance or bond that shall be provided and carried by persons or classes of persons while transporting dangerous goods in a vehicle or class of vehicle on a highway;
- (m) prohibiting the transporting of dangerous goods under such circumstances as are prescribed;
- (n) prohibiting the transporting of such dangerous goods as are prescribed.

(2) Any regulation made under subsection 1 may adopt by reference, in whole or in part, with such changes as the Lieutenant Governor in Council considers necessary any code or standard, or any regulation made by the Government of Canada, and may require compliance with any code, standard or regulation that is so adopted.

Code, etc.,
may be
adopted by
reference

12.—(1) The Minister may, with the approval of the Lieutenant Governor in Council, enter into an agreement with the Government of Canada with respect to the administration and enforcement of,

Agreements
respecting
enforcement

(a) this Act and the regulations or any provision thereof;
and

(b) the *Transportation of Dangerous Goods Act* (Canada), 1980, c. 36 (Can.) or any provision thereof.

(2) An agreement entered into under subsection 1 may provide for any matters necessary for or incidental to the implementation, administration or enforcement agreed on and for the apportionment of any costs, expenses or revenues arising therefrom.

Costs,
expenses,
revenues
and related
matters

13.—(1) Where a provision in,

(a) *The Boilers and Pressure Vessels Act*;

(b) *The Gasoline Handling Act*;

(c) *The Highway Traffic Act*;

(d) *The Energy Act*, 1971; or

(e) *The Pesticides Act*, 1973,

Act has
primacy over
R.S.O. 1970,
cc. 47, 189,
202,
1971, c. 44
1973, c. 25

purports to require or authorize anything that is a contravention of this Act, this Act applies and prevails unless it is specifically provided that the provision is to apply notwithstanding this Act.

(2) For the purposes of subsection 1, a reference to an Act mentioned in subsection 1 includes all regulations, rules or orders made under the Act.

Interpre-
tation

14. This Act comes into force on a day to be named by proclamation of the Lieutenant Governor.

Commence-
ment

15. The short title of this Act is *The Dangerous Goods Transportation Act*, 1981.

Short title

SCHEDULE

- Class 1 — Explosives, including explosives within the meaning of the *Explosives Act* (Canada)
- Class 2 — Gases: compressed, deeply refrigerated, liquefied or dissolved under pressure
- Class 3 — Flammable and combustible liquids
- Class 4 — Flammable solids; substances liable to spontaneous combustion; substances that on contact with water emit flammable gases
- Class 5 — Oxidizing substances; organic peroxides
- Class 6 — Poisonous (toxic) and infectious substances
- Class 7 —
- Class 8 — Corrosives
- Class 9 — Miscellaneous products, substances or organisms considered by the Lieutenant Governor in Council to be dangerous to life, health, property or the environment when transported in a vehicle on a highway and prescribed to be included in this class.

BILL 93

The Dangerous Goods Transportation
Act, 1981

1st Reading

June 2nd, 1981

2nd Reading

3rd Reading

THE HON. J. W. SNOW
Minister of Transportation and
Communications

(Government Bill)

1981

the person had not been issued a permit under this section and had been convicted of an offence under section 99, 100 or 101 in respect of any gross vehicle weight, axle unit weight or axle group weight in excess of the maximum allowable weights permitted under this Act or the regulations. 1977, c. 65, s. 1, *part*.

Over-
hanging
load

94.—(1) Every vehicle carrying a load which overhangs the rear of the vehicle to the extent of 1.5 metres or more while on a highway shall display upon such overhanging load at the extreme rear end thereof at any time from one-half hour after sunset to one-half hour before sunrise, or at any other time when there is insufficient light or unfavourable atmospheric conditions, a red light, and at all other times a red flag or a red marker sufficient to indicate the projection of the load. 1977, c. 65, s. 1, *part*; 1978, c. 4, s. 12.

Loading of
motor
vehicle, etc.

(2) No person shall operate or permit to be operated upon a highway any motor vehicle or trailer unless the load that the vehicle or trailer is carrying is firmly bound, sufficiently covered, or otherwise secured or loaded, in such manner that no portion of the load may become dislodged or fall from the motor vehicle or trailer. 1977, c. 65, s. 1, *part*; 1979, c. 57, s. 6.

Regulations

(3) The Lieutenant Governor in Council may make regulations,

- (a) prescribing the manner of loading, and of covering and securing loads on vehicles or classes of vehicles operated on highways or classes of highways;
- (b) designating the vehicles or classes of vehicles and the highways or classes of highways to which any loading, covering or securing provisions are to apply; and
- (c) prescribing classes of vehicles, highways and loads for the purposes of clauses (a) and (b).

Penalty

(4) Every person who contravenes any of the provisions of this section or of a regulation made under subsection (3) is guilty of an offence and on conviction is liable to a fine of not less than \$50 and not more than \$100 and, in addition, his driver's licence issued under section 18 and his permit issued under section 7 may be suspended for a period of not more than sixty days. 1977, c. 65, s. 1, *part*.

Regulations
re carriage
of
explosives,
etc.

95.—(1) The Lieutenant Governor in Council may make regulations,

- (a) classifying and defining explosives and dangerous materials;
 - (b) regulating or prohibiting the transportation of explosives and dangerous materials or any class thereof by a vehicle on a highway;
 - (c) regulating the preparation and packaging of explosives and dangerous materials or any class thereof to be transported by a vehicle on a highway; and
 - (d) requiring the labelling of packages and containers of explosives and dangerous materials or any class thereof and prescribing the labels to be attached to such packages and containers.
- (2) Any regulation made under subsection (1) may adopt by reference, in whole or in part, with such changes as the Lieutenant Governor in Council considers necessary any code or standard, or any regulation made by the Government of Canada, and may require compliance with any code, standard or regulation that is so adopted. Code, etc., may be adopted by reference
- (3) Every person who contravenes any of the provisions of a regulation made under this section is guilty of an offence and on conviction is liable to a fine of not less than \$100 and not more than \$500 or to imprisonment for a term of not more than three months, or to both. 1977, c. 65, s. 1, *part*. Penalty

96.—(1) The provisions of this Part, other than regulations made under this section, do not apply to over-dimensional farm vehicles. Over-dimensional farm vehicles exempt

(2) The Lieutenant Governor in Council may make regulations. Regulations

- (a) regulating or prohibiting the movement of over-dimensional farm vehicles or classes thereof on a highway or on classes of highways;
- (b) requiring that escort vehicles or classes of escort vehicles accompany over-dimensional farm vehicles or classes thereof on a highway or classes of highways;
- (c) prescribing the types, specifications and locations of markings, signs and lights that shall be carried by

**MEMORANDUM**FILES: 11 121 00015
11 141 00039
11 151 00016To Chairman and Members of the
Public Works Committee
Dept. _____From William P. Taylor, P.Eng.
Dept. Engineering and WorksP. W. DATE Jan 21/82

January 19, 1982

SUBJECT: Policy with respect to servicing City-owned lands which are proposed for sale.

ORIGIN: General Committee Recommendation 1263 - Request for Report 230-81.

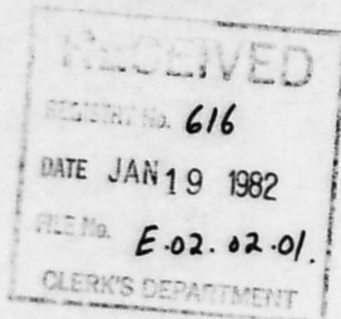
COMMENTS: As a result of the misunderstanding which occurred when the City-owned lands on Whaley Drive were offered for sale, we have been asked to suggest a policy which should be considered for servicing City-owned lands which are proposed for sale.

After reviewing the matter we are recommending that all residential lots which have sanitary, storm and water available be sold as fully serviced lots. In addition, we are suggesting that lots which can only be serviced with sanitary and water be provided with these services, and the prospective purchaser be required to acknowledge that he is aware that storm sewer service cannot be obtained.

With respect to industrial lands we are recommending that these be sold without sanitary, storm and water connections being available to the street line and the prospective purchaser will acknowledge the fact at the time of tendering.

The following is recommended for consideration:

RECOMMENDATIONS: 1 - POLICY FOR SELLING RESIDENTIAL LOTS WHERE FULL SERVICES ARE AVAILABLE -



Residential lots should be sold only as fully serviced lots (sanitary, storm and water) by the City. In the event that these services have not been installed to the street line the City should give a firm price for installation of these services, and this should be added to the selling price of the lot. The services should be installed within 60 days of the close of the deal by the City.

continued...

RECOMMENDATIONS:
(continued)

2 -

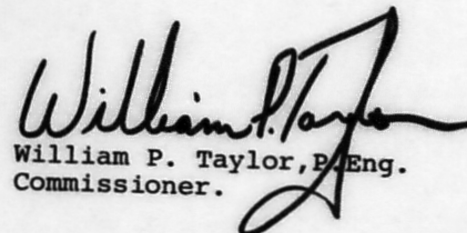
POLICY FOR SELLING RESIDENTIAL LOTS WHERE
SANITARY AND WATER ONLY ARE AVAILABLE

- a) The prospective owner will sign a certificate at the time he makes the offer acknowledge the fact that he was made aware that sanitary sewer and water services only were available to the property.
- b) If the sanitary connections and the water connections have not been brought to the street line the policy referred to above for fully serviced residential lots will be instituted.

3 -

POLICY FOR SELLING INDUSTRIAL LOTS

Industrial lots will not be sold with services available, due to the fact that it is usually impossible to ascertain where a future owner might wish to locate the services for an industrial lot, or the size of same. It will, therefore, be a condition for the sale of an industrial lot that a prospective purchaser will sign a certificate indicating that he is fully aware that services (storm, sanitary and water) have not been provided to the street line for such industrial lot.


William P. Taylor, P. Eng.
Commissioner.

WPT.mh

c.c. E. M. Halliday,
A. E. McDonald.

56
December 18, 1981

Robran Construction Limited,
151 Main Street East,
Box 220,
Grimsby, Ontario,
L3M 4G3.

Attention: Mr. Cliff Neal,
General Manager

Dear Sir:

Re: Refuse Collection Contract

We are in receipt of a copy of a letter from Mayor H. McCallion (copy enclosed) dated November 27, 1981, expressing her dissatisfaction with the waste newspaper collection service. Mr. T. Van Horne and Mr. M. Boyd of this department have, over the past few months, discussed with you the matter of bundled paper being thrown into the hopper with the rest of the garbage. You have always indicated that positive steps would be taken to correct this situation, however, the problem still persists even though the quantity of paper collected increased.

Better field supervision to provide tighter control will be necessary to improve the level of performance. If the truck rack method of collection is inadequate to handle the quantities involved, then we would recommend that separate collection be performed at least in the heavier areas.

At a recent Public Works Committee meeting the refuse collection (paper pickup) was raised again and we were requested to report on this matter in the first week of January. We would, therefore, request that you provide us with your comments as soon as possible and also that you advise us of all of the monthly tonnages of papers collected to date and recycled by your Company in connection with the City's contract. Would you please, therefore, give this matter your immediate attention.

Yours truly,

THE CORPORATION OF THE CITY OF MISSISSAUGA,

ORIGINAL SIGNED BY

AEM:dw

cc: H. McCallion
T. Van Horne

William P. Taylor, P. Eng.,

Commissioner, Engineering and Works
THE CORPORATION OF THE CITY OF MISSISSAUGA
1 CITY CENTRE DRIVE, MISSISSAUGA, ONTARIO. L5B 1M2
TELEPHONE (416) 279-7600

ORM 459

5c



W.P.T. Eng. At the end of
MWB *1981*
MWB *81*

OFFICE OF THE MAYOR

November 27, 1981

Our File: 763/81

Mrs. Jane Winchell
The Mississauga Clean City Committee
33 City Centre Drive, Suite 109
Mississauga, Ontario
L5B 1M2

Dear Jane:

Thank you for drawing to our attention that our garbage collector is not sorting the newspapers, and instead is throwing them in with all the garbage.

This is not the first complaint that I have received and I have referred the matter to Mr. Bill Taylor to take strong action against the contractor to ensure that this does not happen.

If you receive any more calls, I would appreciate hearing from you.

Yours sincerely,

HAZEL MCCALLION
MAYOR

HMC/sr

✓cc: Mr. W.P. Taylor, P. Eng.

THE CORPORATION OF THE CITY OF MISSISSAUGA
1 CITY CENTRE DRIVE, MISSISSAUGA, ONTARIO. L5B 1M2
TELEPHONE (416) 270-7600



151 MAIN STREET EAST / BOX 220 / GRIMSBY, ONTARIO L3M 4G3
3473 Wolfedale Road, Mississauga, L5C 1V8

or (416) 563-4584

15111 00010
5d

January 18, 1982

W.P. Taylor, P. Eng.
Commissioner of Engineering & Works,
City of Mississauga,
Mississauga, Ontario

Dear Mr. Taylor:

We are writing in regard to your letter of December 18, 1981. In reply to your letter, and Mayor McCallion's complaint regarding paper pick-up in the City of Mississauga, we would like to advise you that we have tried very hard to correct the situation.

We find it difficult to deal with such complaints that are so general in nature as those in Mayor McCallion's attached letter. It is extremely difficult to handle complaints which do not include such information as truck number, street location, or date of incident. We also note that many of these incidents are due to the paper not being securely tied. Considering that the paper tonnage being reclaimed has doubled since our contract began, we feel that we are handling the work as well as possible.

Yours truly,

Clifford Neal
Clifford Neal,
General Manager

*Picked up
By Hand*

/g1

RECEIVED	
JAN 18/82	
WPT 82/01/18	
cc	gmen
A & Mc	

59.11 Tonnage picked up in first 6 months of operation. (verbal info only).

PUBLIC WORKS COMMITTEE

SUMMARY OF UNFINISHED BUSINESS

Page 1

DATE: JAN. 21/82

REQUEST NO.	REPORT REQUESTED FROM	SUBJECT	SOURCE	DUE DATE	NO. OF REVISIONS
38-81	Eng. & Works	Noise Attenuation Policies	Public Works Feb.19/81 Planning Committee Mar. 3/81 Council Mar.9/81	Jan. 20/82	4
141-81	Eng. & Works	Installation of Traffic Control Devices Unnecessary Stop Signs	Public Works of May 21/81	Jan. 21/82	3
168-81	Eng. & Works	Sod Damage to Boulevards- Problem Areas, i.e. bus stops, School Routes, etc.	Public Works of June 18/81	Feb. 28/82	3
230-81	Eng. & Works	2511 and 2717 Whaley Drive Frank & Michele Scappicio	Council - Sept.28/81	Mar. 15/82	1
240-81	Eng. & Works	Garbage Contractor not Distinguishing between refuse for Recycling and Refuse for Disposal	Public Works - Oct. 1/81	Feb. 17/82	1
241-81	Eng. & Works	Transportation of Hazardous Materials on Proposed Truck Routes	Public Works of Oct. 1/81	Jan 21/82	1
246-81	Eng. & Works	Sidewalk Installation on North Side of Burnhamthorpe Rd. Between Golden Orchard Dr. and Tomken Rd. (timing of construction of sidewalks along all major City roads and Regional roads)	Public Works - Oct. 1/81	Mar. 30/82	1
247-81	Eng. & Works	Use of YIELD Signs	Public Works of Oct. 1/81	Mar. 19/82	1
281-81	Eng. & Works	Co-Ordination of Maintenance Services, i.e. boulevard cutting, parks cutting	Current Budget - 1982	Feb. 10/82	0
314-81	Eng. & Works	Sidewalk Priorities	Capital Budget - Dec.16/81	Feb. 15/82	0

MINUTES

MEETING #1

NAME OF COMMITTEE: PUBLIC WORKS
DATE OF MEETING: Thursday, January 21, 1982
PLACE OF MEETING: Committee Room 'A' 4:00 p.m.
MEMBERS PRESENT: Councillor D. Culham, Chairman
Mr. J. Newell, Vice-Chairman
Councillor M. Marland
Councillor D. Cook
Councillor R. Skjarum
Mr. J. Rogers
Mr. W Schofield
MEMBERS ABSENT: Mr. P. K. Kar
ALSO PRESENT: Councillor F. McKechnie (left 4:45 p.m)
STAFF PRESENT: Mr. W. P. Taylor, Commissioner of
Engineering and Works
Mr. A. McDonald, Director, Maintenance
Engineering
Mrs. C. Dodds, Committee Co-ordinator

MATTERS CONSIDERED

1. Appointment of a Chairman and Vice-Chairman for the Public Works Committee to serve for the year 1982.

The Committee endorsed the nomination of Councillor D. Culham as Chairman and the nomination of Mr. J. Newell as Vice-Chairman of the Public Works Committee for the year 1982.

File: A.03.04.06 See Recommendation #1 (D. Cook)

2. Report dated January 18, 1982 from the Commissioner of Engineering and Works regarding sidewalk construction on major roads and sidewalk priorities.

Mr. Taylor reviewed the background materials included in the agenda and advised that, following the Public Works Committee's deliberations on October 1, 1981 on the

ITEM 2 CONTINUED...

installation of a sidewalk on the north side of Burnhamthorpe Road between Golden Orchard Drive and Tomken Road, the recommendation which was ultimately adopted by Council read as follows:

- (a) That it be the City of Mississauga's policy to construct concrete sidewalks along all major City roads where there is adjacent development, and further, that the site plans and engineering agreement dealing with Regional roads require that the developer pay the costs of constructing sidewalks adjacent to these roads.
- (b) That the construction of a concrete sidewalk on the north side of Burnhamthorpe Road between Golden Orchard Drive and Tomken Road be considered in the 1982 Capital Sidewalk Construction Programme.
- (c) That consideration be given at the time of the 1982 Capital Budget discussions for an additional allocation of \$40,000.00 per year to be assigned to the Capital Construction Sidewalk Programme to ensure that a walk on both sides of Burnhamthorpe Road from Etobicoke Creek to Winston Churchill Boulevard evolves in harmony with abutting developments.
- (d) That the Commissioner of Engineering and Works prepare a report for the consideration of the Public Works Committee with respect to the timing of the construction of sidewalks along all major City roads and Regional roads where there is adjacent development and the policy of the Ministry of Transportation and Communications with respect to the provision of sidewalks at clover-leaves.

The Committee was further advised that at a Capital Budget Meeting held on December 16, 1981, it was suggested that in 1982, the Public Works Committee consider establishing sidewalk priorities.

Mr. Taylor informed the Committee that as a result of these directions he had submitted a report dated January 7, 1982, to the Budget Committee outlining a policy for sidewalk construction on draft plans of subdivision, for re-zonings and site plans and for cash-in-lieu payments for sidewalks on major roads. As a result of the discussions at the Budget Committee Meeting, a Resolution adopting the recommended policy would be placed before Council on Monday, January 25, 1982.

ITEM 2 CONTINUED...

Mr. Taylor then circulated to all the Members of the Committee the 1981 Sidewalk Needs Study (Major Roads System) dated January 21, 1982, prepared by his Department. This report showed major streets which do and do not have sidewalks and also indicated the streets where sidewalks will be constructed within the next five years due to Capital Works Projects, etc.

Mr. Taylor recommended:

- (a) That the 1981 Sidewalk Needs Study dated January 21, 1982, be circulated to all Members of Council for their information.
- (b) That the 1981 Sidewalk Needs Study dated January 21, 1982, be used as the basis for determining future Capital Works Sidewalk Programmes.

The Committee scanned the 1981 Sidewalk Needs Study and Councillor Marland pointed out one particular sidewalk in her Ward which she felt could be deleted.

Mr. Taylor urged all Members of Council to review the Study and advise him of their comments.

It was recommended by Councillor Cook that the 1981 Sidewalk Needs Study dated January 21, 1982, be circulated to all Members of Council with the request that they review the study and advise the Public Works Committee, in writing by February 12, 1982, of any amendments they would like to see made to the Study.

The 1981 Sidewalk Needs Study was, therefore, deferred to the next meeting of the Committee pending receipt of input from the Members of Council.

File: F.06.03.03

DEFERRED

- 3. Interim Report dated January 18, 1982, from the Commissioner of Engineering and Works regarding the transportation of hazardous materials on proposed truck routes.

During the discussion of the Truck Route Network Study, 1981, at the Public Works Committee Meeting on October 1, 1981, Mayor McCallion requested the Commissioner of Engineering and Works to prepare a report on the transportation of hazardous materials in the City of Mississauga.

ITEM 3 CONTINUED...

In his report dated January 18, 1982, Mr. Taylor advised that new legislation was before the Ontario Legislature in the form of Bill 93, The Dangerous Goods Transportation Act, 1981, a copy of which was attached to the report. This Bill has already received second reading, but after its proclamation cannot come into force and effect until regulations prescribed under Section 11 have been enacted, which would not occur until after the Federal Government had prepared its list of dangerous goods under its own draft legislation.

Mr. Taylor further advised that his Department had done preliminary work in looking into possible routes for the transportation of dangerous goods and identified in general terms, the industrial areas of the City which could possibly be generators or points of destination of these products. However, it is only when dangerous products are accurately defined and legislation is in place that it would be possible to designate routes and restrict movement to particular areas or on certain roads.

Mr. Taylor recommended:

"That the City of Mississauga request both the Federal and Provincial Governments to expeditiously pass legislation regulating the movement of hazardous goods by all modes of transportation, and that the legislation empower local municipalities to have the authority to pass by-laws designating only certain roads within their jurisdiction for the movement of such material."

Councillor Marland moved adoption of the recommendation.

File: A.02.04.06.01 See Recommendation #2 (M. Marland)

APPROVED

4. Report dated January 18, 1982, from the Commissioner of Engineering and Works regarding a policy with respect to servicing City-owned lands proposed for sale.

General Committee, at its meeting on September 23, 1981, considered a report from Mr. R. K. Johnston, Director of Realty Services, regarding two building lots at 2511 and 2717 Whaley Drive which were purchased from the City of Mississauga by Frank and Michele Scappicio. At that time, General Committee made the following recommendation, which was adopted by Council on September 28, 1981:

ITEM 4 CONTINUED...

- (a) That the City of Mississauga re-purchase the two building lots described as Parts 1, 2, 3 and 4 on Reference Plan 43R-4442 (2511 and 2717 Whaley Drive) at the original purchase price paid by Frank and Michele Scappicio as the conditions of the tenders required the purchaser to extend the municipal services to service the lot including the existing storm sewer as this servicing will inflict severe financial hardship on Frank and Michele Scappicio.
- (b) That the Commissioner of Engineering and Works prepare a report for the consideration of the Public Works Committee regarding the policy with respect to servicing of City lands proposed for sale.

In his report dated January 18, 1982, Mr. Taylor advised that after reviewing the misunderstanding which occurred when the city-owned lands on Whaley Drive were offered for sale, he recommended that all residential lots which had sanitary, storm and water available be sold as fully serviced lots; lots which could only be serviced with sanitary and water be provided with these services, and the prospective purchaser be required to acknowledge that he was aware that storm sewer service could not be obtained; and with respect to industrial lands, that these be sold without sanitary, storm and water connections being available to the street line and the prospective purchaser be required to acknowledge the fact at the time of tendering.

Mr. Taylor recommended:

- (a) POLICY FOR SELLING RESIDENTIAL LOTS WHERE FULL SERVICES ARE AVAILABLE

Residential lots should be sold only as fully serviced lots (sanitary, storm and water) by the City. In the event that these services have not been installed to the street line the City should give a firm price for installation of these services, and this should be added to the selling price of the lot. The services should be installed within 60 days of the close of the deal by the City.

- (b) POLICY FOR SELLING RESIDENTIAL LOTS WHERE SANITARY AND WATER ONLY ARE AVAILABLE

- (i) The prospective owner will sign a certificate at the time he makes the offer and acknowledge the fact that he was made aware that sanitary sewer and water services only were available to the property.

January 21, 1982

ITEM 4 CONTINUED...

(ii) If the sanitary connections and the water connections have not been brought to the street line the policy referred to above for fully serviced residential lots will be instituted.

(c) POLICY FOR SELLING INDUSTRIAL LOTS

Industrial lots will not be sold with services available, due to the fact that it is usually impossible to ascertain where a future owner might wish to locate the services for an industrial lot, or the size of same. It will, therefore, be a condition for the sale of an industrial lot that a prospective purchaser will sign a certificate indicating that he is fully aware that services (storm, sanitary and water) have not been provided to the street line for such industrial lot.

Mr. Newell moved adoption of the recommendation.

File: E.02.02.01 See Recommendation #3 (J. Newell)

APPROVED

5. Report dated January 18, 1982, from the Commissioner of Engineering and Works regarding the distinction of refuse for recycling and refuse for disposal by the garbage contractor and his employees.

During the discussion of the collection of garbage, brush and debris at the Public Works Committee Meeting on October 1, 1981, Mayor McCallion requested the Commissioner of Engineering and Works to investigate and prepare a report on complaints she and other Councillors had received that the garbage contractor was not distinguishing between refuse for recycling and refuse for disposal.

In his report dated January 18, 1982, Mr. Taylor advised that as part of the tender documents, it was stipulated that the collection of bundled newspaper was to be performed on a weekly basis for single family dwellings and multi-family developments. This work also included the disposal of the waste newspaper collected as determined by the contractor, but under no circumstances was it to be disposed of at the Region of Peel Sanitary Landfill Site. Mr. Taylor reported that in his communications with the contractor, Robran Construction, he was advised that the disposal of waste newspaper had been volatile and the demand for recycled newsprint fluctuated greatly within short periods of time. During the first six months of the contract, the contractor collected 59.1 ton plus an

January 21, 1982

ITEM 5 CONTINUED...

approximate 20 ton which is located at the Region of Peel landfill site, but which had not as yet been disposed of to the company accepting the paper collected. In order that this situation does not recur in 1982, he suggested that Robran Construction be requested to advise on the tonnage of paper picked up each month and advise whether or not their end user is accepting all of the newspaper sent to him.

Mr. Taylor recommended:

- (a) That Robran Construction be required to provide once a month, by the 15th day of the month, a statement indicating the tonnage of paper which they have collected separately in the previous month.
- (b) That Robran Construction be required to advise if the end user of the newspaper has accepted all the newspaper which Robran Construction delivered to them in the previous month.
- (c) That the Commissioner of Engineering and Works advise monthly on the tonnage of paper picked up, and if the end user has accepted all of the newspaper provided by Robran Construction.
- (d) That the Commissioner of Engineering and Works investigate whether or not Ontario Paper in St. Catharines is still willing to pick up in Mississauga all of the newspaper which the City of Mississauga can provide, either on an "as required", or a contract basis.

Councillor Cook moved adoption of the recommendation.

File: F.05.04.03 See Recommendation #4 (D. Cook)

APPROVED

6. Summary of Unfinished Business relating to the Public Works Committee as of January 19, 1982.

The adequacy of off-street parking adjacent to condominium and townhouse developments was discussed and the Commissioner of Engineering and Works advised that a report would be available in February, 1982 on this matter from an engineering standpoint.

January 21, 1982

ITEM 6 CONTINUED...

Councillor Skjarum moved receipt of the Summary of Unfinished Business.

File: A.03.04.06 See Recommendation #5 (R. Skjarum)

RECEIVED

RECOMMENDATIONS: As per Report No. 1-82

ADJOURNMENT: 4:50 p.m

Christine Dodds

CHRISTINE DODDS, COMMITTEE CO-ORDINATOR

ITEM 3 CONTINUED...

- (ii) If the sanitary connections and the water connections have not been brought to the street line, the policy referred to above for fully serviced residential lots will apply.

(c) POLICY FOR SELLING CITY-OWNED INDUSTRIAL LOTS

Industrial lots will not be sold by the City with services available, due to the fact that it is usually impossible to ascertain where a future owner might wish to locate the services for an industrial lot, or the size of same. It will, therefore, be a condition of the sale of an industrial lot that a prospective purchaser must sign a certificate indicating that he is fully aware that services (storm, sanitary and water) have not been provided to the street line for such industrial lot.

(38-3-82) E.02.02.01

- 4. (a) That Robran Construction, the City's refuse contractor, be required to provide once a month, by the 15th day of the month, a statement indicating the tonnage of paper collected separately by them in the previous month.
- (b) That Robran Construction be required to advise if the end user of the newspaper has accepted all the newspaper delivered to them by Robran Construction in the previous month.
- (c) That the Commissioner of Engineering and Works advise the Public Works Committee monthly on the tonnage of paper picked up, and if the end user has accepted all of the newspaper provided by Robran Construction.
- (d) That the Commissioner of Engineering and Works investigate whether or not Ontario Paper in St. Catharines is still willing to pick up in Mississauga all of the newspaper which the City of Mississauga can provide, either on an "as required", or a contract basis.

(38-4-82) F.05.04.03

- 5. That the Summary of Unfinished Business relating to the Public Works Committee as of January 19, 1982, be received.

(38-5-82) A.03.04.06

THE CORPORATION OF THE CITY OF MISSISSAUGA
A G E N D A

PUBLIC WORKS COMMITTEE

THURSDAY, FEBRUARY 18, 1982 AT 9:30 A.M.

COMMITTEE ROOM 'A'

MEMBERS:

Councillor D. Culham,
Councillor D. Cook
Councillor M. Marland
Councillor R. Skjarum
Mr. P. K. Kar
Mr. J. Newell
Mr. J. Rogers
Mr. W. Schofield

PREPARED BY:
DATE:

Clerk's Department
February 15, 1982

COMMITTEE MEMBERS ARE REQUESTED TO CONTACT THE APPROPRIATE
DEPARTMENT HEADS PRIOR TO THE MEETING IF GREATER EXPLANATION
OR DETAIL IS REQUIRED WITH REGARD TO ANY ITEM ON THE AGENDA.

INDEX, PUBLIC WORKS COMMITTEE AGENDA, FEBRUARY 18, 1982

<u>ITEM #</u>	<u>FILE #</u>	<u>SUBJECT</u>
1.	F.05.03.01	Snow Removal
2.	F.05.03.02	Snow Plowing & Sanding on Confederation Parkway
3.	F.06.03.02	Sidewalk Maintenance-Kirwin Avenue
4.	F.05.03.02	Sidewalk Plowing & Sanding on Sandgate Crescent
5.	F.05.03.02	Winter maintenance for Mississauga Road
6.	F.05.03.02	Winter maintenance for Roche Court
7.	K.03.01	Propane Conversion Program
8.	F.02.05.03	Lights in the Streetsville Business Improvement District
9.	T-79054 A.00.03.01	Road allowance requirements in industrial plans of subdivision
10.	F.06.03.03	1981 Sidewalk Needs Study
11.	A.03.04.06	Summary of Unfinished Business

CITY OF MISSISSAUGA

PUBLIC WORKS COMMITTEE

THURSDAY, FEBRUARY 18, 1982
COMMITTEE ROOM 'A' AT 9:30 A.M.

A G E N D A

MATTERS FOR CONSIDERATION:

1. Report dated February 12, 1982, from the Commissioner of Engineering and Works, regarding snow removal in the City of Mississauga, as requested by Council at its meeting on February 8, 1982.

In his report, the Commissioner of Engineering and Works, reviews the suggestions that routes to schools receive first priority, that the City of Mississauga consider passing a by-law similar to the City of Toronto's which requires residents to shovel snow from their sidewalks within 12 hours of a snow fall, and further consider enacting an Emergency Snow Clearing By-law. In addition, the Commissioner of Engineering and Works advises that a problem has arisen in 1982 with respect to the City's maintenance of sidewalks on Regional roads plowed by the Region.

The Commissioner of Engineering and Works therefore recommends:

- (a) That the priority routes for snow plowing, sanding, and salting, be the major arterials, the collectors, the hospital, the bus routes and all industrial roads.
- (b) That a by-law not be introduced which would require the residents of Mississauga to shovel their sidewalks.
- (c) That an Emergency Snow Clearing By-law not be introduced for priority routes since the existing legislation serves us well and parked cars can be towed away under Section 116 of The Highway Traffic Act.
- (e) That the Region of Peel be requested to either plow all of the sidewalks on arterial roads in conjunction with their road plowing activities, or alternately, request the City of Mississauga to plow all Regional roads where there are City sidewalks in order that the City can co-ordinate the road and sidewalk snow plowing.

File: F.05.03.01

RECOMMEND ADOPTION

February 18, 1982

4. Report dated February 5, 1982, from the Commissioner of Engineering and Works regarding Sidewalk Plowing and Sanding. This report was prepared as a result of a request from Mrs. Jane Shell of 1620 Sandgate Crescent, Mississauga, for an increase in the level of service for plowing and sanding on Sandgate Crescent from Truscott Drive to Vey Road. The Commissioner of Engineering and Works advises that this section of sidewalk is not listed as a priority route within the guidelines as approved by Council and that the pedestrian count on Sandgate Crescent is high owing to the school located on this street.

The Commissioner of Engineering and Works recommends:

"That the Sidewalk Plowing and Sanding service level on Sandgate Crescent between Truscott Drive and Vey Road, be increased and placed as a priority sidewalk route for winter maintenance."

File: F.05.03.02

RECOMMEND ADOPTION

5. Report dated February 4, 1982, from the Commissioner of Engineering and Works regarding Sidewalk Plowing and Sanding. The Commissioner of Engineering and Works advises that he has received a request to include the sidewalk on Mississauga Road from Springbank Road to Indian road as a priority route for winter maintenance. Owing to the heavy vehicular traffic on Mississauga Road and the school children utilizing the sidewalk, the need for an improved service is warranted.

The Commissioner of Engineering and Works recommends:

"That the sidewalk on Mississauga Road from Springbank Road to Indian Road be classified as a priority route."

File: F.05.03.02

RECOMMEND ADOPTION

6. Report dated February 4, 1982, from the Commissioner of Engineering and Works with respect to Sidewalk Plowing and Sanding. The Commissioner of Engineering and Works advises that he has received a request to include the sidewalk on Roche Court as a priority route for winter maintenance. Owing to the high pedestrian count from the apartment complex on both sides of Roche Court, the need for an improved service is warranted.

February 18, 1982

ITEM 6 CONTINUED

The Commissioner of Engineering and Works recommends:

"That the sidewalk on Roche Court be classified as a priority route."

File: F.05.03.02

RECOMMEND ADOPTION

7. Report dated February 4, 1982 from the Commissioner of Engineering and Works with respect to Tender TW-28-1981 for the Supply, Delivery and Installation of all necessary equipment to convert eight (8) vehicles to liquid propane operation; to provide propane storage and dispensing facilities and regular propane supplies. This report was prepared at the request of Council at its meeting held on January 11, 1982.

In his report, the Commissioner of Engineering and Works lists a summary of events explaining the reasons for the delays in carrying out the propane conversion programme. He also advises that it is anticipated that the Ministry of Energy approvals and the propane conversion of City cars will be completed by March 1, 1982. It should also be noted that Superior Propane have accepted responsibility for the original errors in the location of the propane tank and are, therefore, absorbing any additional costs that are incurred for this conversion.

The Commissioner of Engineering and Works recommends:

"That the report dated January 27, 1982, from the Commissioner of Engineering and Works regarding the Supply, Delivery and Installation of all necessary equipment to convert eight (8) vehicles to liquid propane operation; to provide propane storage and dispensing facilities and regular propane supplies, be received."

File: K.03.01

RECOMMEND RECEIPT

8. Report dated February 15, 1982, from the Commissioner of Engineering and Works, on the streetlighting in the Streetsville Business Improvement District.

February 18, 1982

ITEM 8 CONTINUED

On January 26, 1981, Council adopted a recommendation of the Public Works Committee "that Councillor T. Southorn prepare a report for consideration by General Committee concerning the removal of the existing decorative lights in the Streetsville Business Improvement District".

In accordance with this recommendation, Councillor Southorn met with the Streetsville Business Improvement District Association and as a result of this meeting, General Committee made the following recommendation, which was adopted by Council on February 23, 1981:

- "(a) That the decorative streetlighting in the Streetsville Business Improvement District be retained for at least one year on the following basis:
- (i) that a less expensive light bulb be investigated;
 - (ii) that a clear smoked glass type bulb be replaced with a solid white bulb to reduce the threat of theft;
 - (iii) that a clamp be added to the bulbs to prohibit theft;
 - (iv) that the Streetsville Business Improvement District Association identify the locations of greatest vandalism with a view to removing those poles and relocating them in other areas that have been damaged by errant cars and further that no replacement poles be installed at remote and unattended locations where vandalism occurs.
- (b) That the Commissioner of Engineering and Works report on the cost of vandalism of the light fixtures in the Streetsville Business Improvement District at the end of 1981."

In his report dated February 5, 1982, the Commissioner of Engineering and Works advises that while the use of less expensive incandescent light bulbs was too expensive to introduce, solid white globes had been used to replace the clear smoke glass bulbs; theft proof clamps had been installed, and the 5 light standards identified by the Streetsville Business Improvement District Association as being most vandal prone had been eliminated, leaving an inventory of 40 light standards. While the City-wide average maintenance cost is \$30.00 per light standard, the maintenance cost of the street lights in the Streetsville Business Improvement District had been reduced from \$1,000 per light pole in 1980 to \$108 per light pole in 1981.

February 18, 1982

ITEM 8 CONTINUED

The Commissioner of Engineering and Works therefore recommends:

"That the decorative lights in the Streetsville Business Improvement District continue to be maintained by the City in 1982 with a further review to be made at the end of 1982."

File: F.02.05.03

RECOMMEND ADOPTION

9. Report dated January 21, 1982, from the Commissioner of Engineering and Works, regarding road allowance requirements in Industrial Plans of Subdivision. This report was requested by General Committee at its meeting on September 24, 1980, at the time consideration was given to Plan of Subdivision T-79054, J.K. McLennan Developments Limited, lands located at Dixie Road and Eglinton Avenue, and the philosophy behind the request was that the City of Mississauga should review its right-of-way requirements for industrial plans of subdivision having regard for the cost of industrial land and the City's intent and adopted policy which encourages industrial development.

In his report, the Commissioner of Engineering and Works reviews basic concepts in industrial plans for the provision of sufficient widths of roads to accommodate the typical tractor trailer type traffic; truck turns into driveways; through traffic and related on-street parking regulations. In conclusion, he recommends the adoption of the following standards as a requirement of typical industrial roads:

- (a) That the right-of-way standards for industrial road allowances be adopted as 22 m, 24 m and 26 m, to accommodate a 10 m, 12.5 m and 14.5 m pavement respectively, as shown on the drawings attached to the report of the Commissioner of Engineering and Works dated January 21, 1982.
- (b) That additional rights-of-way, as deemed necessary, be taken at the intersections during the processing of industrial plans of subdivision.
- (c) That the designated right-of-way for any industrial street be totally owned by the City as dedicated public highway and no easements be permitted.
- (d) That these revised standards be implemented as soon as is reasonably practical.

File: T-79054
A.00.03.01

RECOMMEND ADOPTION

February 18, 1982

10. 1981 Sidewalk Needs Study

On January 21, 1982, the Public Works Committee received the 1982 Sidewalk Needs Study dated January 21, 1982, together with a recommendation from the Commissioner of Engineering and Works that the Study be used as the basis for determining future Capital Works Sidewalk Programmes.

It was recommended at that time that the 1981 Sidewalk Needs Study be circulated to all Members of Council with the request that they review the study and advise the Public Works Committee, in writing, of any amendments they would like to see made. The Study was therefore deferred to this meeting of the Committee pending receipt of input from the Members of Council.

File: F.06.03.03

RECOMMEND ADOPTION

11. Summary of Unfinished Business relating to the Public Works Committee as of February 15, 1982.

File: A.03.04.06

RECOMMEND RECEIPT

**MEMORANDUM**Files: 12 111 00015
11 141 00039Chairman and Members of the
Public Works Committee

To

From Mr. William P. Taylor, Commissioner

Dept.

Dept. Engineering and Works

RECEIVED

REGISTRY No. 1751

DATE FEB 15 1982

FILE No. F-05-03-01

February 12, 1982

CLERK'S DEPARTMENT

P. W. DATE Feb. 18. 1982

Snow

SUBJECT:

ORIGIN:

COMMENTS:

Council Meeting - February 8, 1982

We have been asked to comment on a number of items with respect to snow removal in the City of Mississauga.

1. Priority Routes

The priority routes for sanding, salting and snow plowing are the major arterials, the collectors, the hospital and bus routes, and all industrial roads. Some concern was expressed that the routes to the schools should get first priority, however, we cannot agree with this because we think that the major routes and the roads to the job locations, hospitals, bus routes and industrial routes are the most important.

2. By-laws**a) Sidewalk By-law**

A great deal of discussion has taken place recently that we should pass a by-law similar to the City of Toronto which requires residents to shovel snow from their sidewalks within 12 hours after the fall of snow.

It is the City's policy in 1982 to plow the sidewalks as soon as possible after 8 cm of snow have fallen on the priority sidewalks which were established by Council in June of 1982. The balance of the sidewalks are not plowed at any time and it is up to the individual residents to shovel them or not. We believe that the City of Mississauga's policy has worked very well in an extremely harsh winter and we cannot see any reason to impose the City of Toronto's by-law on Mississauga residents.

b) Emergency Snow Clearing By-law

Again, there has been mentioned that we should enact an Emergency Snow Clearing By-law on priority routes in the City of Mississauga and the Region of Peel. We have had liaison with staff at the Region of Peel and we have

Chairman and Members of Public Works
February 12, 1982
Page 2

SUBJECT: Snow

COMMENTS: - cont'd.

concurrent with the Regional staff that we are having very few problems in clearing the snow from our priority routes (arterial, collectors, bus routes, etc.) and if we encounter the odd parked vehicle we can have them removed under Section 116 of the Highway Traffic Act.

We do encounter a lot of parked cars on our residential streets, however, since these are not priority routes the Emergency Snow Clearing By-law would have no impact in this area as it would not apply.

We would recommend that an Emergency Snow Clearing By-law not be imposed by the City of Mississauga and that we continue as we have in the past and that vehicles parked on arterial roads be towed away under Section 116 of the Highway Traffic Act when deemed necessary.

3. Co-ordination between the City and the Region

A problem has arisen in 1982 which has not occurred previously and that is the problem of the City maintaining the sidewalks on Regional roads and co-ordinating the sidewalk clearing in conjunction with Regional plowing.

This has not worked very well in at least two heavily travelled pedestrian areas -- one being the Cawthra Road bridge over the Q.E.W. and the other, Dixie Road between the Queensway and Sherway Drive. It seems that this problem can only be resolved in either the Region of Peel plowing both the sidewalks and the road and/or the City plowing the sidewalks and the roads in areas where there is heavy pedestrian movements and the road plowing will affect pedestrian movements. The logical one to do this work is the Region of Peel since they are the road authority, however, it would appear that Regional staff cannot, or will not, react to the political concerns as quickly as City staff.

RECOMMENDATIONS:

The following are recommendations which we would like to make with respect to this report:

1. That the priority routes for snow plowing, sanding, and salting, be the major arterials, the collectors, the hospital, the bus routes and all industrial roads.
2. That a by-law not be introduced which would require the residents of Mississauga to shovel their sidewalks.

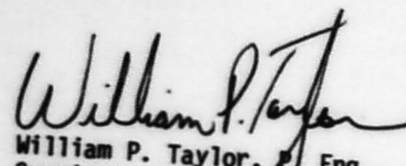
Chairman and Members of Public Works
February 12, 1982
Page 3

SUBJECT: Snow

RECOMMENDATIONS - cont'd.

3. That an Emergency Snow Clearing By-law not be introduced for priority routes in that the existing legislation serves us well and parked cars can be towed away under Section 116 of the Highway Traffic Act.
4. That the Region of Peel be requested to either plow all of the sidewalks on arterial roads in conjunction with their road plowing activities, or alternately, request the City of Mississauga to plow all Regional roads where there are City sidewalks in order that the City can co-ordinate the road and sidewalk snow plowing.

WPT:dw


William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works.

c.c. Mr. E. M. Halliday

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City of Montreal

Our file : 12 111 00015
11 141 00039MEMORANDUM

To The Chairman and Members of
The Public Works Committee
Dept. 1748

From W. P. Taylor, P. Eng., Commissioner
Engineering & Works Department
Dept. _____

DATE FEB 12 1982

FILE NO. F-05-03-02

February 12, 1982

P. W. DATE Feb 18, 1982

CLERK'S DEPARTMENT

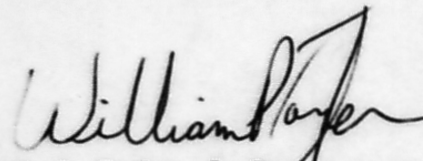
SUBJECT : Sidewalk Plowing and Sanding
Confederation Parkway between King Street and
Paisley Boulevard.

ORIGIN : Request from Councillor D. Culham.


COMMENTS : We have had a request for an increase in the level of
service for plowing and sanding of the sidewalks on
Confederation Parkway between King Street and Paisley Boulevard.

This section of sidewalk is not listed as a priority route
within the guidelines as approved by Council. The pedestrian
count is high owing to the number of apartment buildings on
this street.

RECOMMENDATION : That the Sidewalk plowing and sanding service level on
Confederation Parkway between King Street and Paisley Boulevard
be increased and placed as a priority route for winter
maintenance.


W. P. Taylor, P. Eng.,
Commissioner,
Engineering & Works Department

cc : E. Halliday
D. J. Debenham


EH:SS



CITY OF MISSISSAUGA

MEMORANDUM

To Chairman and Members of the From W. P. Taylor, P. Eng.
Dept. Public Works Committee Dept. Commissioner of Engineering & Works

DATE JAN 21 1982

FILE No. F.05.03.02

CLERK'S DEPARTMENT

P. W. DATE Feb. 18/82

January 14, 1981

File Ref: 11 141 00039
12 111 00015

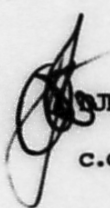
SUBJECT: Sidewalk Snow Plowing - Kirwin Avenue

ORIGIN: Councillor L. Taylor
Mrs. Bardos, 3100 Kirwin Avenue

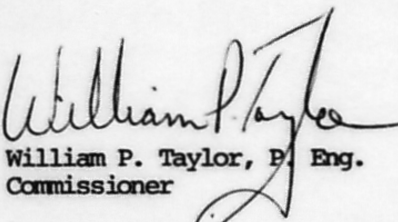
COMMENTS: We have had a request for an increased level of service for plowing and sanding on Kirwin Avenue from Highway No. 5 to Highway No. 10.

At the present time this sidewalk is not listed as a priority route within the guide lines as approved by Council. Kirwin Avenue forms part of the ring road system around Highway No. 5 and Highway No. 10 intersection and the pedestrian traffic is high due to the many apartment complexes in the area.

RECOMMENDATIONS: We would recommend that the service level be increased to conform with the request from Mrs. Bardos and included within the priority list for Sidewalk Maintenance.

 JUD: AEMcd:db

c.c. E. M. Halliday


William P. Taylor, P. Eng.
Commissioner



City of Mississauga

Our files : 12 111 00015
11 141 00039

MEMORANDUM

To: Chairman & Members of
The Public Works Committee
Dept. _____

From: W. P. Taylor, P. Eng., Commissioner
Dept. Engineering & Works Department

RECEIVED
DATE FEB 9 1982
FILE NO. F.05.03.02
CLERK'S

P. W. DATE Feb. 18/82

February 5, 1982

SUBJECT : Sidewalk Plowing and Sanding

ORIGIN : Councillor D. Culham
Mrs. Jane Shell, 1620 Sandgate Crescent

COMMENTS : We have had a request for an increase in the level of service for plowing and sanding on Sandgate Crescent from Truscott Drive to Vey Road. This section of sidewalk is not listed as a priority route within the guidelines as approved by Council. The pedestrian count on Sandgate Crescent is high owing to the school located on this street.

RECOMMENDATION : That the Sidewalk plowing and sanding service level on Sandgate Crescent between Truscott Drive and Vey Road be increased and placed as a priority sidewalk route for winter maintenance.

William P. Taylor
W. P. Taylor, P. Eng.,
Commissioner,
Engineering & Works Department

ans.
REM:Sa

cc : E. Halliday
D. J. Debenham

1a

- 2 -

COMMENTS:

(Cont'd)

January 13, 1982

Ministry of Energy condemned tank installation due to contravention of spacing around tank, i.e. too close to hydro box and fencing (min. 25').

January 14, 1982

Meeting with Superior Propane to ascertain new site location for propane tank.

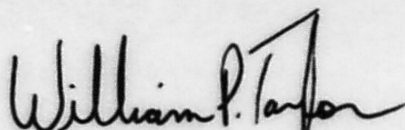
January 21, 1982

Superior Propane installed tank in new location on Tuesday, January 26, 1982.


It is anticipated that the Ministry of Energy approvals and the propane conversion of City cars will be completed by March 1, 1982.

It should also be noted that Superior Propane have accepted responsibility for the original errors in the location of the propane tank and are therefore absorbing any additional costs that are incurred for this conversion.

RECOMMENDATION: That the Report dated January 27, 1982 from the Commissioner of Engineering and Works, regarding the Supply, Delivery and Installation of all necessary equipment to convert eight (8) vehicles to liquid propane operation; to provide propane storage and dispensing facilities and regular propane supplies be received.



W. P. Taylor, P. Eng.
Commissioner
Engineering and Works

 McD/edm

c.c. E. M. Halliday
W. H. Munden
D. A. Ogilvie
E. Andrews



City of Mississippi

MEMORANDUM

our file : 11 141 00039
17 111 82042

To Chairman and Members of **RECEIVED** From W.P. Taylor, P. Eng., Commissioner
The Public Works Committee **REGISTRY NO. 1675** Engineering & Works Department
Dept. DATE FEB 11 1982

P. W. DATE Feb. 18. 1982

FILE NO. F-02-06-03

February 5, 1982

CLERK'S DEPARTMENT

SUBJECT : Streetlighting in the Streetsville Business District
ORIGIN : Request No. 35-81
COMMENTS: Council at its meeting of February 23, 1981, adopted the following recommendation:

- (a) "That the decorative streetlighting in the Streetsville Business Improvement District be retained for at least one year on the following basis:
- i) That a less expensive light bulb be investigated,
 - ii) That the clear smoked glass type bulb be replaced with a solid white bulb to reduce the threat of theft,
 - iii) That a clamp be added to the bulbs to prohibit theft,
 - iv) That the Streetsville Business Improvement District Association identify the locations of greatest vandalism with a view to removing those poles and relocating them in other areas that have been damaged by errant cars and further that no replacement poles be installed at remote and unattended locations where vandalism occurs.
- (b) That the Commissioner of Engineering and Works report on the cost of vandalism of the light fixtures in the Streetsville B.I.D. at the end of 1981.

The following are our comments under each of the above recommendations:

- i) We have investigated the use of a less expensive light bulb which would involve the changing all of the sockets and the lights in order that we may use an incandescent light bulb. The estimated cost for this work is approximately \$6,000.00 - \$7,000.00 and would be considered counter-productive and therefore, did not proceed with any change.

..... continued

Page 2...

To : Chairman and Members of
Public Works Committee

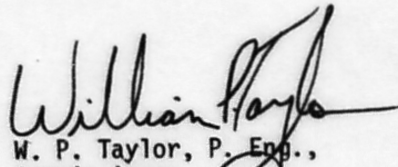
February 5, 1982

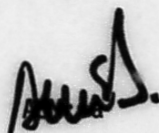
- COMMENTS (cont.) :
- ii) Solid white globes are now being used to replace the clear smoke glass type bulb with no replacements required.
 - iii) A clamp is installed with all globes.
 - iv) The Streetsville B.I.D. identified five locations which were most vandal prone and they were completely eliminated. This left an inventory of 40 light standards (120 lights).

In 1981, the total cost for the maintenance of the 40 standards by Mississauga Hydro was \$4,345.70. This works out to an average cost for each light standard of \$108.00 as compared to a City-wide average of \$30.00 per light standard.

The maintenance costs for these lights are still very high. However, the costs have been drastically reduced from 1980 when the average cost was approximately \$1,000.00 per light pole.

RECOMMENDATION : That the decorative lights in the Streetsville Business Improvement District continue to be maintained by the City in 1982 with a further review to be made at the end of 1982.


W. P. Taylor, P. Eng.,
Commissioner,
Engineering & Works Department



cc : E. Halliday

**MEMORANDUM**Files: 11 141 00039
14 111 00001
11 211 00011To: Chairman and Members of the
Public Works Committee

From: Mr. William P. Taylor, Commissioner

Dept. _____

Dept. Engineering and Works

RECEIVED
REGISTER NO. 1747

DATE FEB 12 1982

P. W. DATE Feb. 18. 1982

FILE No. 1-79054
A-00-03-01

January 21, 1982

CLERK'S DEPARTMENT

SUBJECT: Road allowance requirements in Industrial Plans of Subdivision -
Report Request No. 199-80.

ORIGIN: Engineering and Works.

COMMENTS: Council as a result of adopting Recommendation No. 1114 requested the Commissioner of Engineering and Works to prepare a report regarding road allowance requirements in Industrial Plans of Subdivision for the Public Works Committee.

As Committee is aware, when a draft plan industrial subdivision is submitted the Engineering Department in their comments to Planning Department designate the right-of-way widths of the road allowances required to adequately service the proposed plan from a traffic standpoint. At the present time our standard right-of-way for industrial roads is 26 meters (85.3 ft.) which is the equivalent metric conversion for the old 86 ft. right-of-way. On this standard right-of-way we can accommodate pavement widths up to and including 14.5 meters (48 ft.) and still maintain sufficient clearance between the various utilities required to service an industrial plan of subdivision.

When Council requested us to report on this matter the philosophy behind the request was to look at our right-of-way requirements for industrial plans of subdivision and determine if any changes could be made having regard for the cost of industrial land together with the City's intent and adopted policy which encourages industrial development.

In looking at the overall requirements for industry it is obviously essential that sufficient widths of roads be constructed to accommodate the typical tractor trailer type traffic. We have looked at three basic concepts in industrial plans which are as follows:

1. A minor local industrial street with a 10 meter (32 ft.) pavement.

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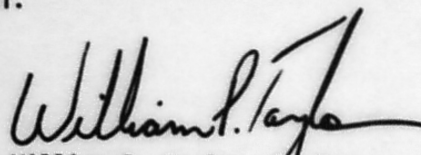
Chairman and Members of the
Public Works Committee
January 21, 1982
Page 3

Subject: Road allowance requirements in
Industrial Plans of Subdivision

RECOMMENDATIONS - cont'd.

3. That the designated right-of-way for any industrial street be totally owned by the City as dedicated public highway and no easements will be permitted.
4. That these revised standards be implemented as soon as is reasonably practical.

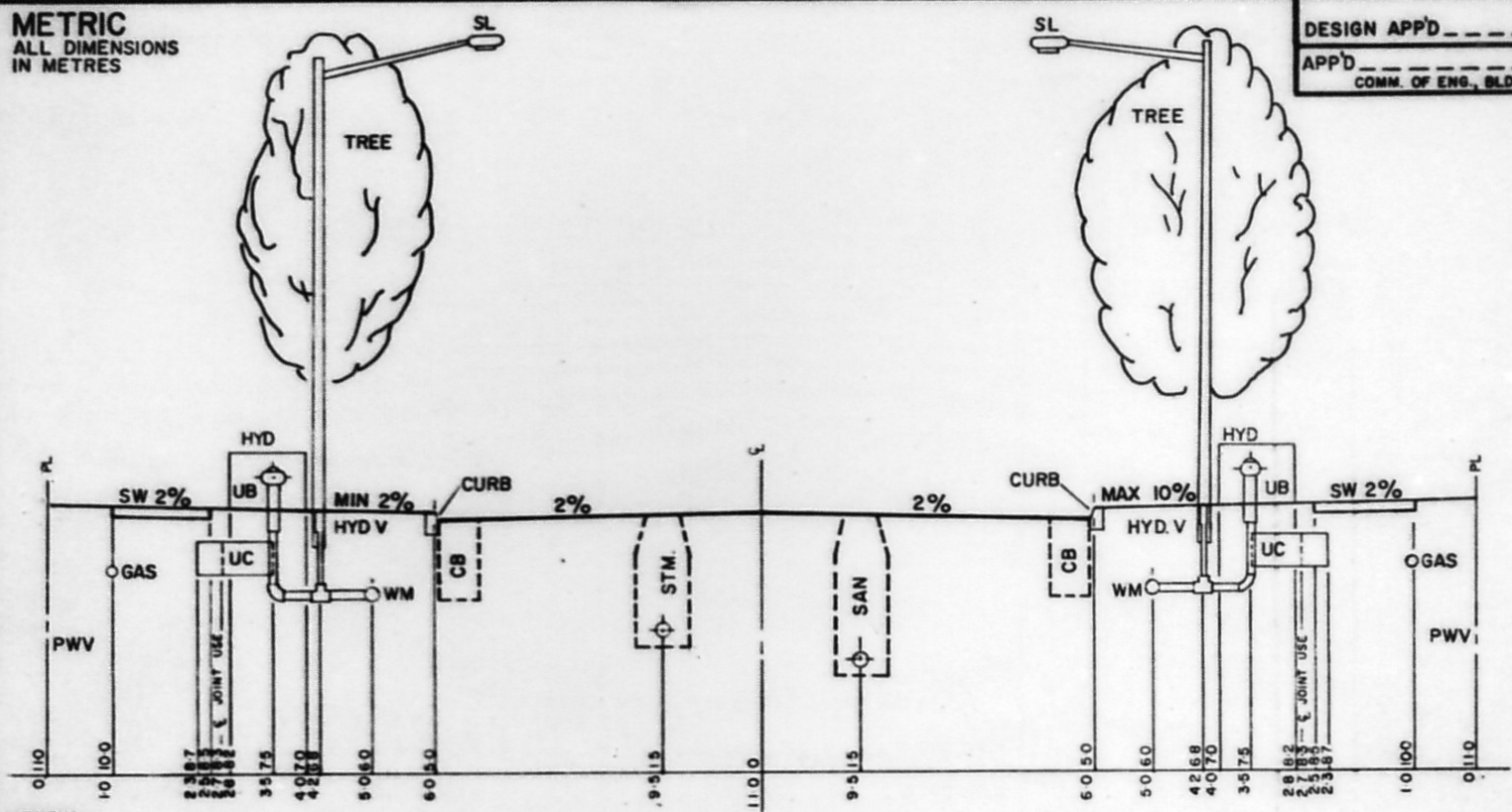
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Attach's.


William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works

c.c. Mr. E. M. Halliday

METRIC
ALL DIMENSIONS
IN METRES

DESIGN APP'D _____
APP'D _____
COMM. OF ENG., BLDG. & WORKS



LEGEND:

CB — CATCHBASIN
CURB — CURB OR CURB & GUTTER
C — CENTRELINE
GAS — GAS MAIN
HYD — FIRE HYDRANT
HYD V — FIRE HYDRANT VALVE
PWV — PRIVATE WATER VALVE
PL — PROPERTY LINE
SL — STREETLIGHT
SW — SIDEWALK
SAN — SANITARY SEWER
STM — STORM SEWER
UB — UTILITY BOX (HYDRO, BELL & CATV)
UC — UTILITY CORRIDOR (HYDRO, BELL & CATV)
WM — WATERMAIN

NOTES:

1. BELL, HYDRO & CATV UTILITY CORRIDOR TO HAVE A MINIMUM COVER OF 0.6m.
2. WATERMAIN TO HAVE A MINIMUM COVER OF 1.7m.
3. IF UTILITIES CANNOT BE INSTALLED ACCORDING TO THIS STANDARD THEY ARE TO BE INSTALLED AS CLOSE AS POSSIBLE TO THE PRESCRIBED LOCATION SUBJECT TO APPROVAL OF THE ENGINEERING & WORKS DEPARTMENT OF THE CITY OF MISSISSAUGA.
4. A 0.3m CLEARANCE BETWEEN CABLES & HYDRANTS MUST BE MAINTAINED.
5. A 0.3m CLEARANCE BETWEEN WATERMAINS & STREETLIGHT POLES MUST BE MAINTAINED.
6. STREETLIGHT CABLES ARE TO BE INSTALLED IN LINE WITH THE STREETLIGHT (UTILITY) POLE LOCATIONS.

**CITY OF MISSISSAUGA
ENGINEERING DEPARTMENT**

STANDARD
MINOR LOCAL INDUSTRIAL OR
MINOR RESIDENTIAL COLLECTOR
10m ROAD ON 22m R.O.W.

SCALE: 1:100
DRAWN BY: M.J.F.

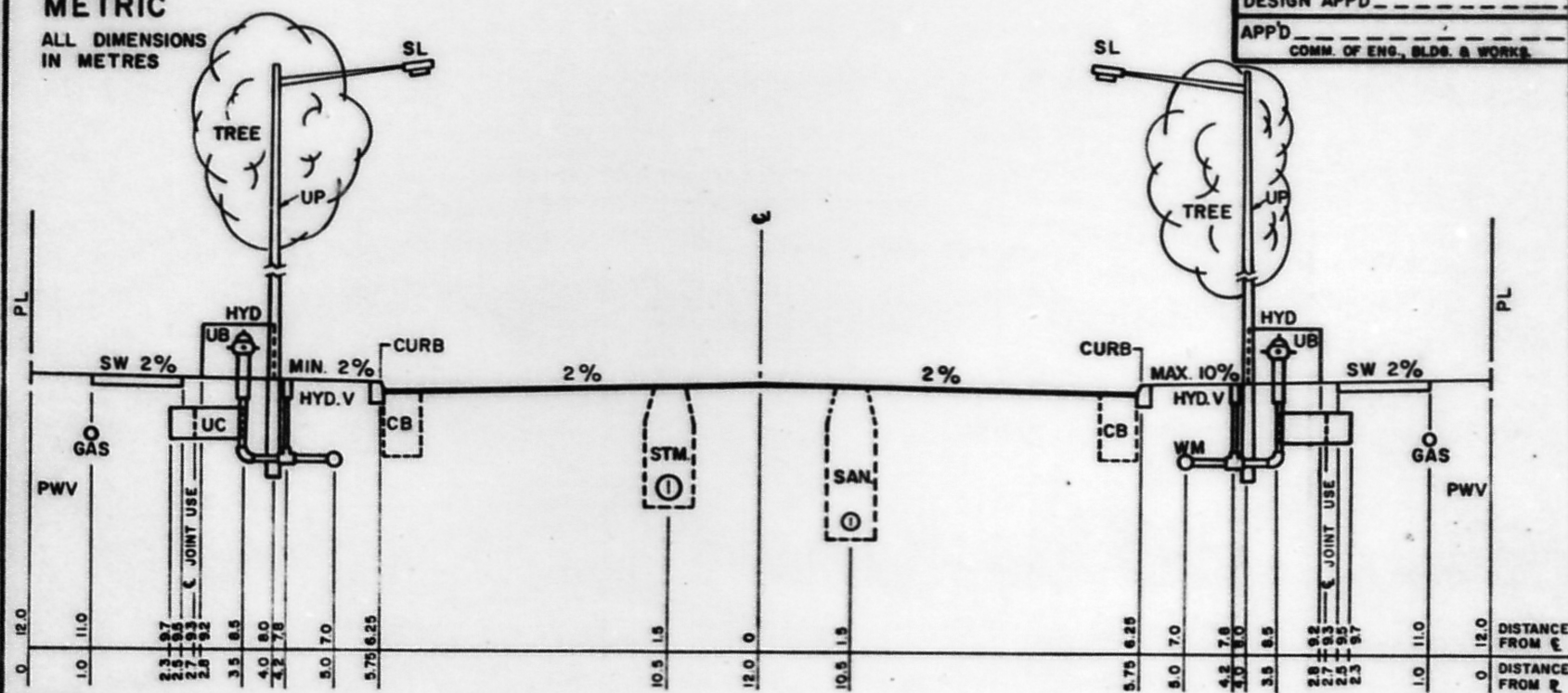
EFF DATE: 79 05
REV 2 82-02
PLAN NO 1-2-5

METRIC

ALL DIMENSIONS
IN METRES

DESIGN APP'D _____

APP'D _____
COMM. OF ENG., BLDG. & WORKS



LEGEND:

- CB - CATCHBASIN
- CURB - CURB OR CURB & GUTTER
- C - CENTRELINE OF RIGHT OF WAY
- GAS - GAS MAIN
- HYD - FIRE HYDRANT
- HYD.V - FIRE HYDRANT VALVE
- PWV - PROPERTY WATER VALVE
- PL - PROPERTY LINE
- SL - STREETLIGHT
- SW - SIDEWALK
- SAN - SANITARY SEWER
- STM - STORM SEWER
- UB - UTILITY BOX (HYDRO, BELL & CATV)
- UC - UTILITY CORRIDOR (HYDRO, BELL & CATV)
- UP - UTILITY POLE
- WM - WATERMAIN

NOTES:

1. BELL, HYDRO & CATV UTILITY CORRIDOR TO HAVE A MINIMUM COVER OF 0.6m.
2. WATERMAIN TO HAVE A MINIMUM COVER OF 1.7m.
3. IF UTILITIES CANNOT BE INSTALLED ACCORDING TO THIS STANDARD THEY ARE TO BE INSTALLED AS CLOSE AS POSSIBLE TO THE PRESCRIBED LOCATION SUBJECT TO APPROVAL OF THE ENGINEERING & WORKS DEPARTMENT OF THE CITY OF MISSISSAUGA.
4. A 0.3m CLEARANCE BETWEEN CABLES & HYDRANTS MUST BE MAINTAINED.
5. A 0.3m CLEARANCE BETWEEN WATERMAINS & STREETLIGHT POLES MUST BE MAINTAINED.
6. STREETLIGHT CABLES ARE TO BE INSTALLED IN LINE WITH THE STREETLIGHT (UTILITY) POLE LOCATIONS.

CITY OF MISSISSAUGA ENGINEERING DEPARTMENT

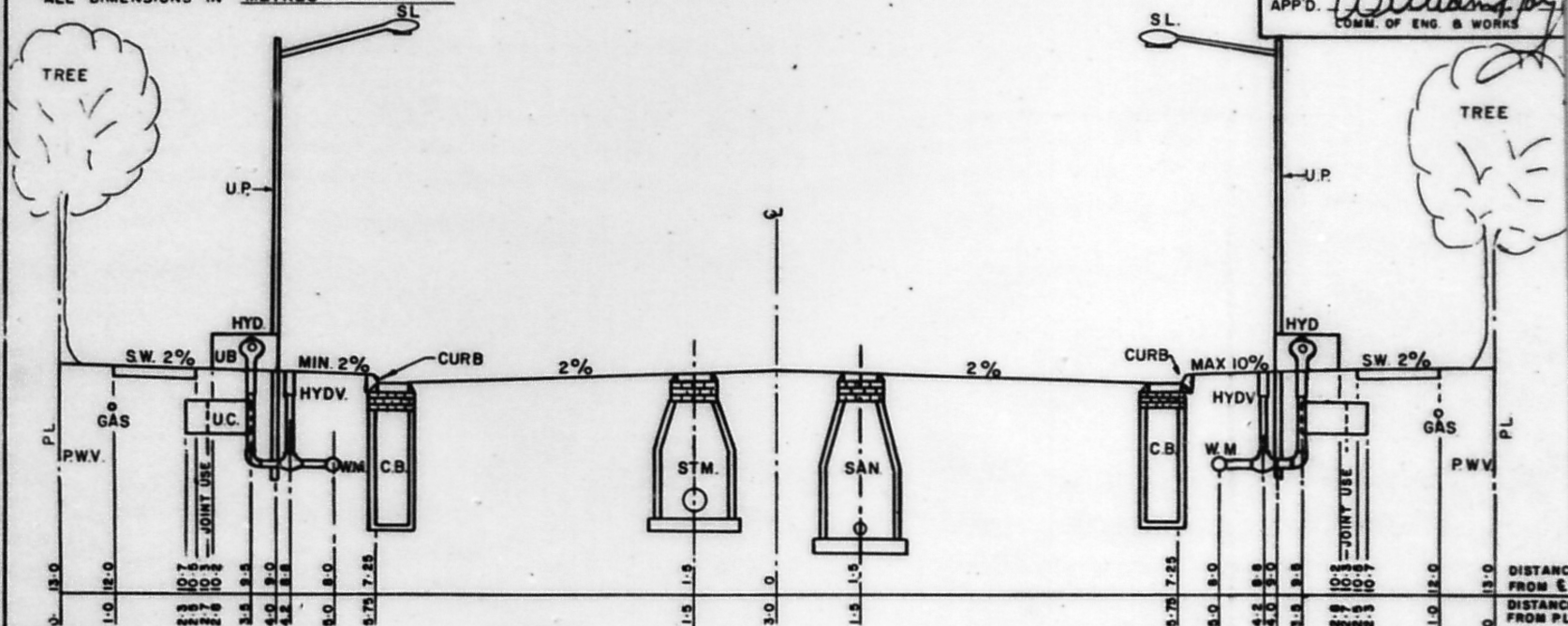
STANDARD

**LOCAL INDUSTRIAL ROAD
12.5m ROAD ON 24m R.O.W.**

SCALE: 1:100	EFF DATE: 79 05
DRAWN BY: J.B.	REV 3 82-02
	PLAN NO 1-2-6

METRIC

ALL DIMENSIONS IN METRES



LEGEND:

- CB - CATCHBASIN
- CURB - CURB OR CURB & GUTTER
- E - CENTRELINE OF RIGHT OF WAY
- GAS - GAS MAIN
- HYD - FIRE HYDRANT
- HYDV - FIRE HYDRANT VALVE
- PWV - PRIVATE WATER VALVE
- PL - PROPERTY LINE
- SL - STREETLIGHT
- SW - SIDEWALK
- SAN - SANITARY SEWER
- STM - STORM SEWER
- TREE - TREE
- UB - UTILITY BOX (HYDRO, BELL & CATV.)
- UC - UTILITY CORRIDOR (HYDRO, BELL & CATV.)
- UP - UTILITY POLE
- WM - WATERMAIN

NOTES:

- 1 BELL, HYDRO & CATV. UTILITY CORRIDOR TO HAVE A MINIMUM COVER OF 0.6m
- 2 WATERMAIN TO HAVE A MINIMUM COVER OF 1.7m
- 3 IF UTILITIES CANNOT BE INSTALLED ACCORDING TO THIS STANDARD THEY ARE TO BE INSTALLED AS CLOSE AS POSSIBLE TO THE PRESCRIBED LOCATION SUBJECT TO APPROVAL OF THE ENGINEERING & WORKS DEPARTMENT OF THE CITY OF MISSISSAUGA.
- 4 A 0.3m CLEARANCE BETWEEN CABLES & HYDRANTS MUST BE MAINTAINED.
- 5 A 0.3m CLEARANCE BETWEEN WATERMAINS & STREETLIGHT POLES MUST BE MAINTAINED.
- 6 STREETLIGHT CABLES ARE TO BE INSTALLED IN LINE WITH THE STREETLIGHT (UTILITY) POLE LOCATIONS.

DESIGN APP'D. *J. J. J.*
APP'D. *William J. J.*
COMM. OF ENG. & WORKS

CITY OF MISSISSAUGA
ENGINEERING DEPARTMENT

STANDARD
INDUSTRIAL & RESIDENTIAL
COLLECTOR ROAD
14.5 m ROAD ON 26 m R.O.W.

SCALE: 0 1 2
EFFECTIVE DATE: 79 05
REV. 2 80 - 11
PLAN NO. 1 - 2 - 7

DRAWN BY S.T.H.

A - 10537

PUBLIC WORKS COMMITTEE
DATE: FEBRUARY 15, 1982

SUMMARY OF UNFINISHED BUSINESS

128C/17C

Page

REQUEST NO.	REPORT REQUESTED FROM	SUBJECT	SOURCE	DUE DATE	NO. OF REVISE
38-81	Eng. & Works	Noise Attenuation Policies	Public Works Feb.19/81 Planning Committee Mar. 3/81 Council Mar.9/81	March 31/82	5
141-81	Eng. & Works	Installation of Traffic Control Devices Unnecessary Stop Signs	Public Works of May 21/81	March 18/82	4
168-81	Eng. & Works	Sod Damage to Boulevards- Problem Areas, i.e. bus stops, School Routes, etc.	Public Works of June 18/81	Feb. 28/82	3
230-81	Eng. & Works	2511 and 2717 Whaley Drive Frank & Michele Scappicio	Council - Sept.28/81	Mar. 15/82	1
247-81	Eng. & Works	Use of Yield Signs	Public Works - Oct. 1/81	March 18/82	1
281-81	Eng. & Works	Co-ordination of Maintenance Services, i.e. boulevard cutting,parks cutting	Current Budget - 1982	March 31/82	1
49-82	Eng. & Works	Distinction of Refuse for Recycling & Refuse for Disposal (tonnage of papter collected) Part (d)	Public Works - Jan.21/82	March 31/82	0
50-82	Eng. & Works	M.T.C. Traffic Signal Warrants old traffic signal warrants versus new warrants	Letter dated Jna.27/82 from Municipal Engineers Assoc. Council Jan.8/82	March 31/82	0



MEMORANDUM

To Mayor and Members of Council

From David J. Culham

Dept. _____

Dept. Councillor Ward 6

February 17, 1982

P. W. DATE Feb. 18, 1982

Re: Sidewalk Snow Plowing

Specific streets referred to staff by Councillors have been evaluated and shall be reported to the Public Works Committee meeting on Thursday February 18, 1982.

In discussions with Angus McDonald, a point was made that those streets to be recommended by staff to be added to the sidewalk plowing map, were to be done immediately rather than wait for the February 18th meeting. I passed this on to your secretaries who were dealing with the calls.

I would like each Member of Council to pass on their concerns to me at this time by memo prior to the February 18th meeting. Surely so much concern could be put to paper for the use of the Committee on Thursday.

While certain streets can be added to the priority list on review at the February 18th meeting, indeed on other meetings to come, I do not think this to be the main problem. Our main problem is that this winter is the most challenging in regards to snow, in fifteen years. That type of stress on our staff, things are bound, even at the best of times, to be difficult to co-ordinate. The policy should immediately be changed to clearly give the City Engineer and staff the right to clear any sidewalk, walkway or street intersection under emergency conditions. This would provide authority to remove safety threats quickly without concerns for the nicity of the general policy. Such expenditures would be considered beyond the specific snow clean-up budget.

Once the worst of the winter storms are behind us, I would like the staff to review and analyze our policies with a view to making changes. With the exception of reviewing the pedestrian flow and possible safety aspects of the priority plan within the policy, the present policies are probably adequate for most winters.

We then should have a contingency policy that comes into play in heavy snow build up periods for the following to occur:

- (a) additional list of street sidewalks to plow
- (b) the clearance of sight-lines in intersections and walkway openings onto streets

MISSISSAUGA, Ontario
L5C 2M8

82 02 08

P. W. DATE Feb. 18. 1982

Mayor Hazel McCallion
City of Mississauga
1 City Centre Drive
Mississauga, Ontario
L5B 1M2

Dear Mayor McCallion,

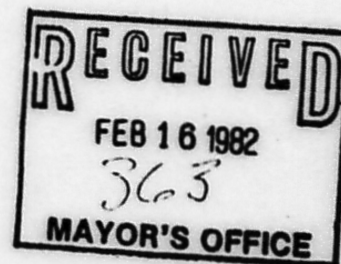
All too often we are quick to complain, but remiss
in complimenting when it is also deserved.

The work of the snow removal crews is to be commended.
The past couple of weeks have been more than enough
to tax these people, yet they have done a fine job on the
streets in our area. Please pass along our thanks to
all of the appropriate groups for a job well done!

Sincerely yours,



Brian S. Brown
BSB/ta



...2...

February 15, 1982.

Mayor and Members
of General Committee.

The Traffic Safety Council has offered their approval for the concrete walk installation at Mississauga Rd., Dixie Rd., Fairview Rd., Dunbar Rd. and Cawthra Rd. Request for review and approval for the balance of the sidewalk systems noted on this report have been directed to Traffic Safety Council's attention.

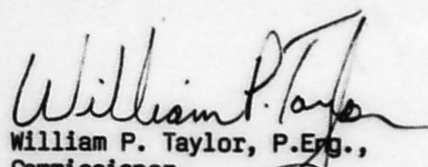
RECOMMENDATION:

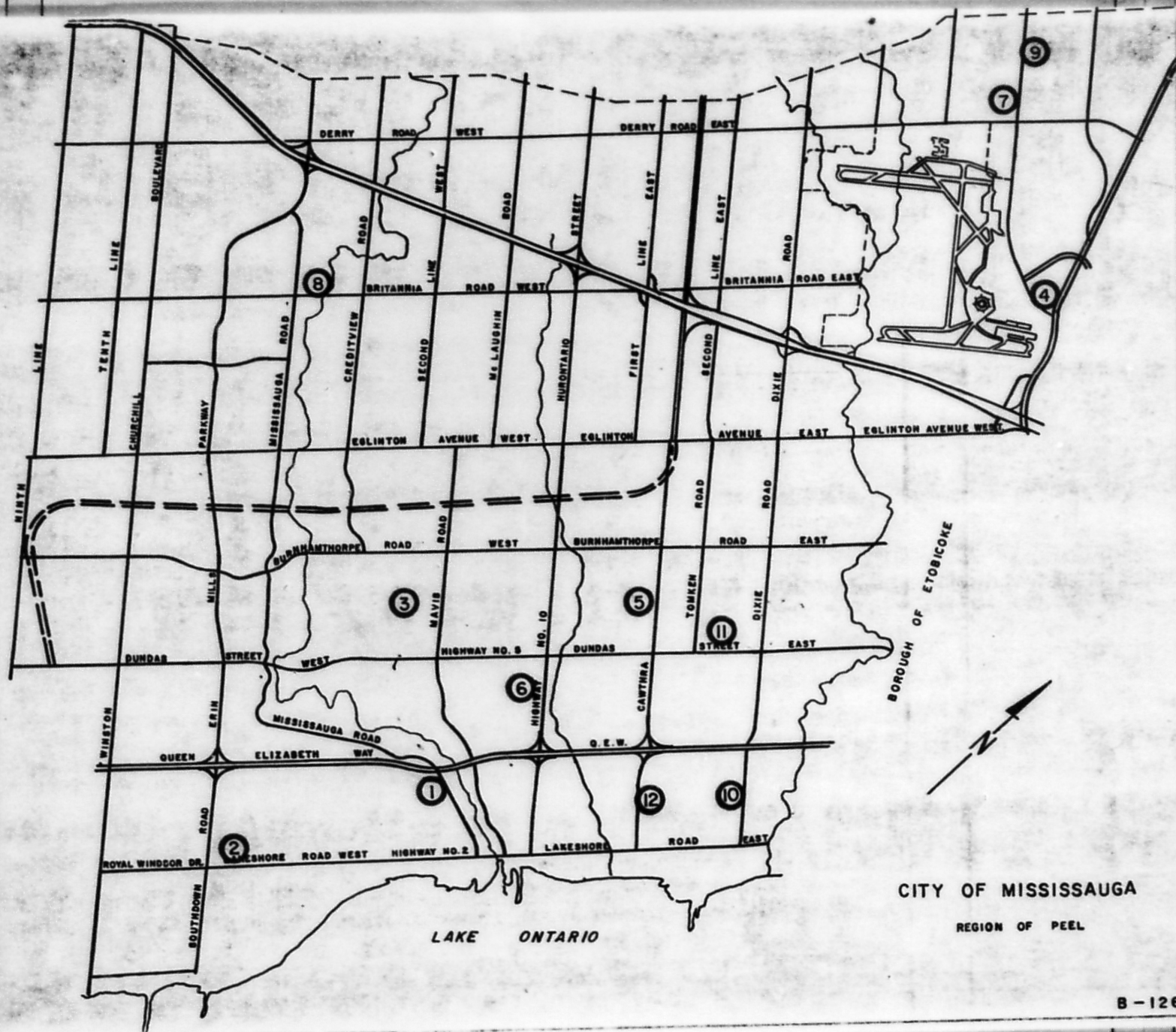
That the following locations be included in the 1982 sidewalk construction programme:

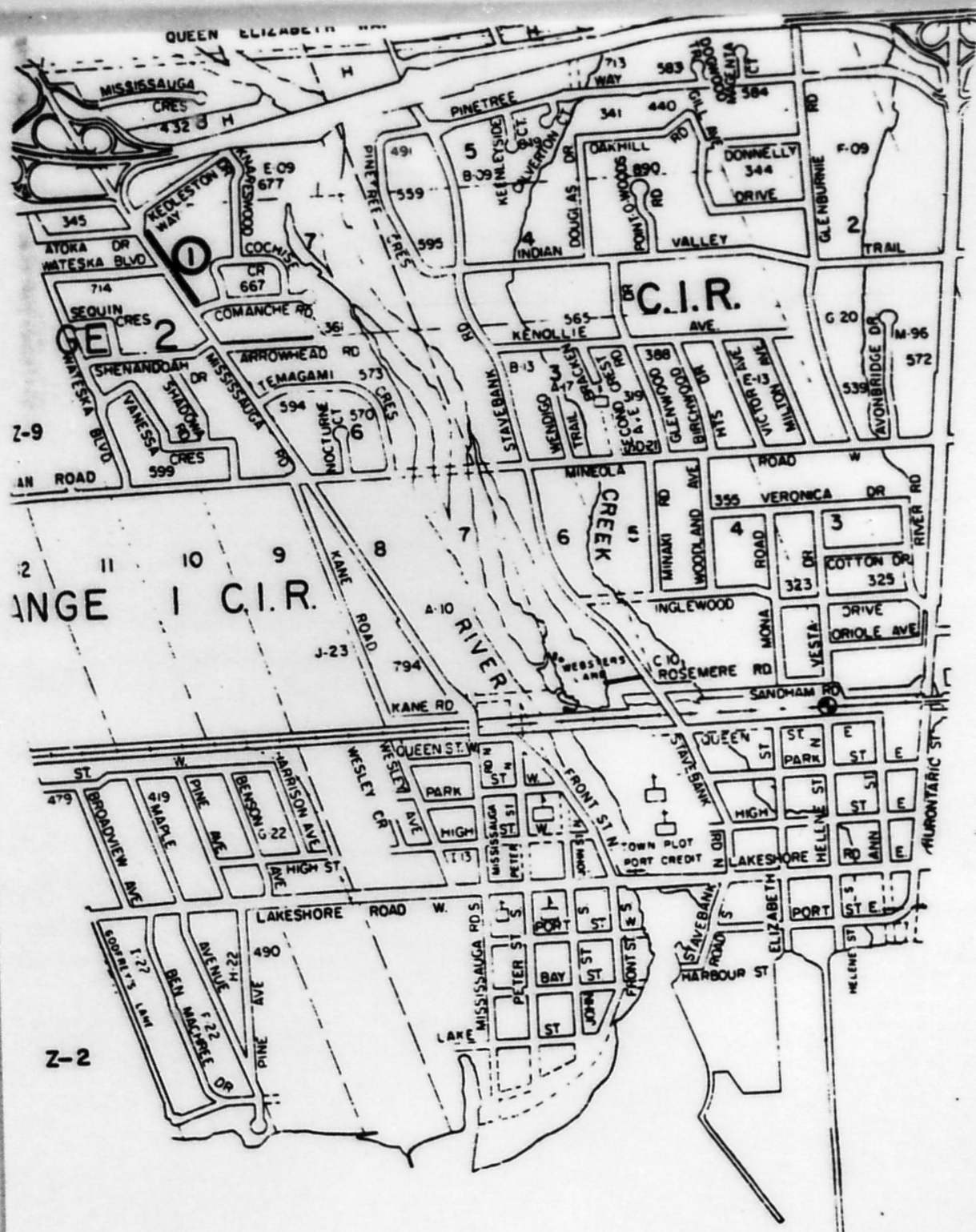
- a) Mississauga Rd. (east side) from Kedleston Way to Comanche Rd.
- b) Lakeshore Rd. (north side) from Inverhouse Dr. to Southdown Rd.
- c) Wolfedale Rd. (east side) from the C.P.R. to Gillian St.
- d) Airport Rd. (east side) from the Hilton Hotel to Airway Centre
- e) Fairview Rd. (south side) from Hurontario St. to Palgrave Rd.
- f) Dunbar Rd. (south side) from Confederation Pkwy. to Argyle Rd.
- g) Ripon St. (south side) from York St. to Airport Rd.
- h) Britannia Rd. (north side) from Ardsley St. to Ellesboro Dr.
- i) Thamesgate Dr. (south side) from Redstone Rd. to Airport Rd.
- j) Dixie Rd. (west side) from Fairway Apt. to Dixie Plaza
- k) Burnhamthorpe Rd. (north side) from Tomken Road to Golden Orchard
- l) Cawthra Rd. (east side) from Arbor Rd. to Cawthra Pk.

JJP/cm
54E/1/7E

cc: E. M. Halliday


William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works.





LAKE ONTARIO

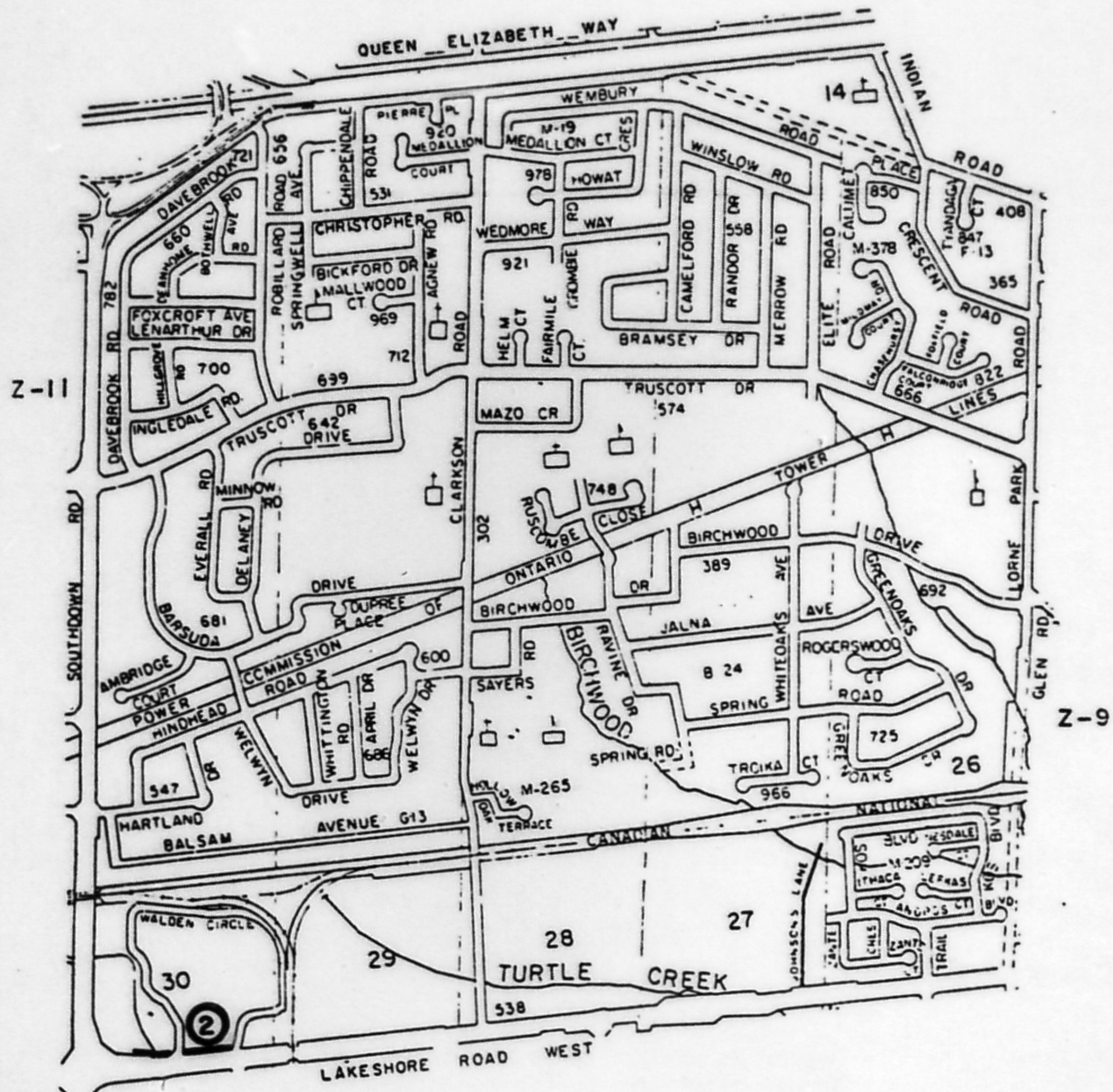
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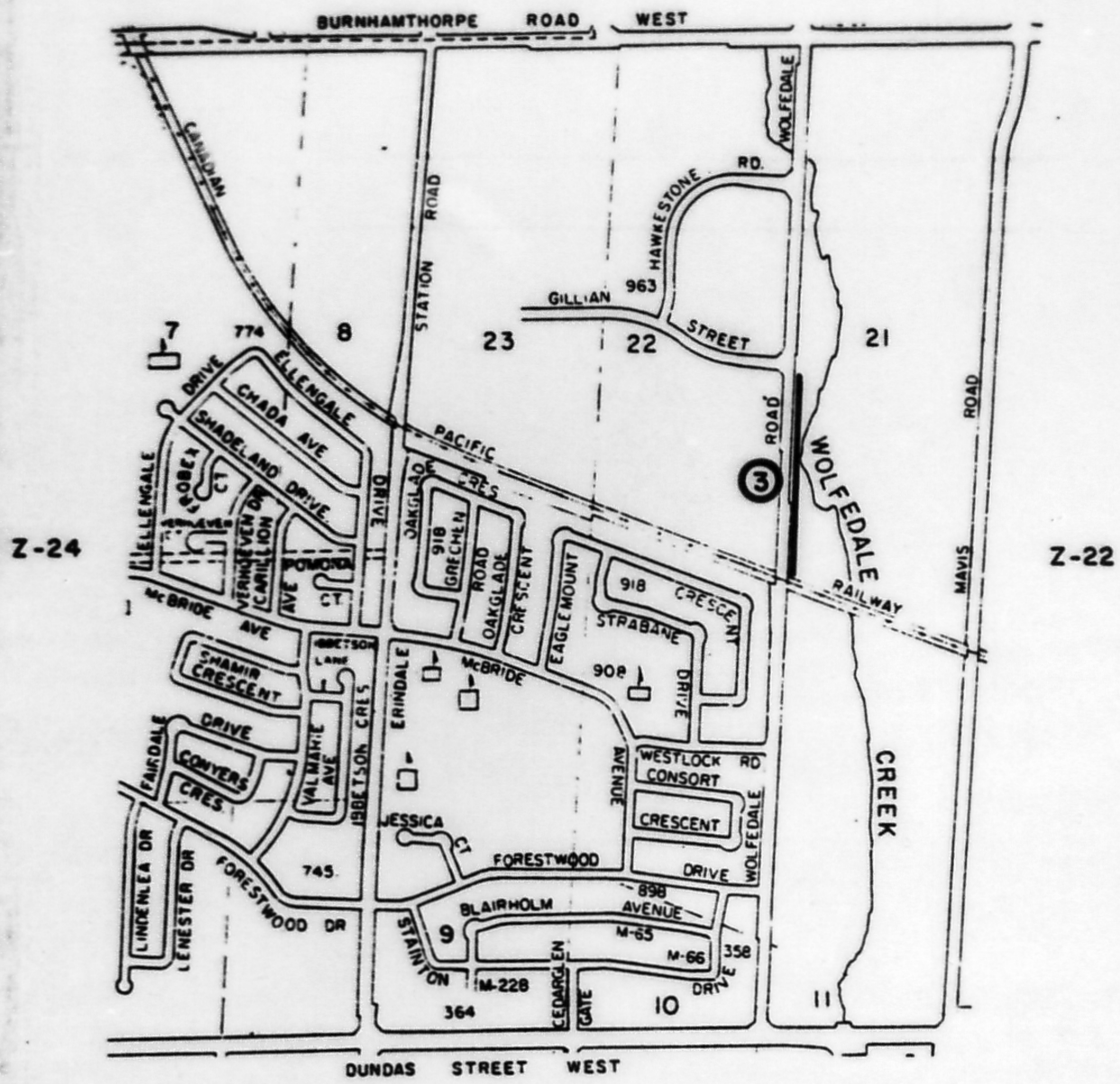
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Z-3

Z-10

Z - 30

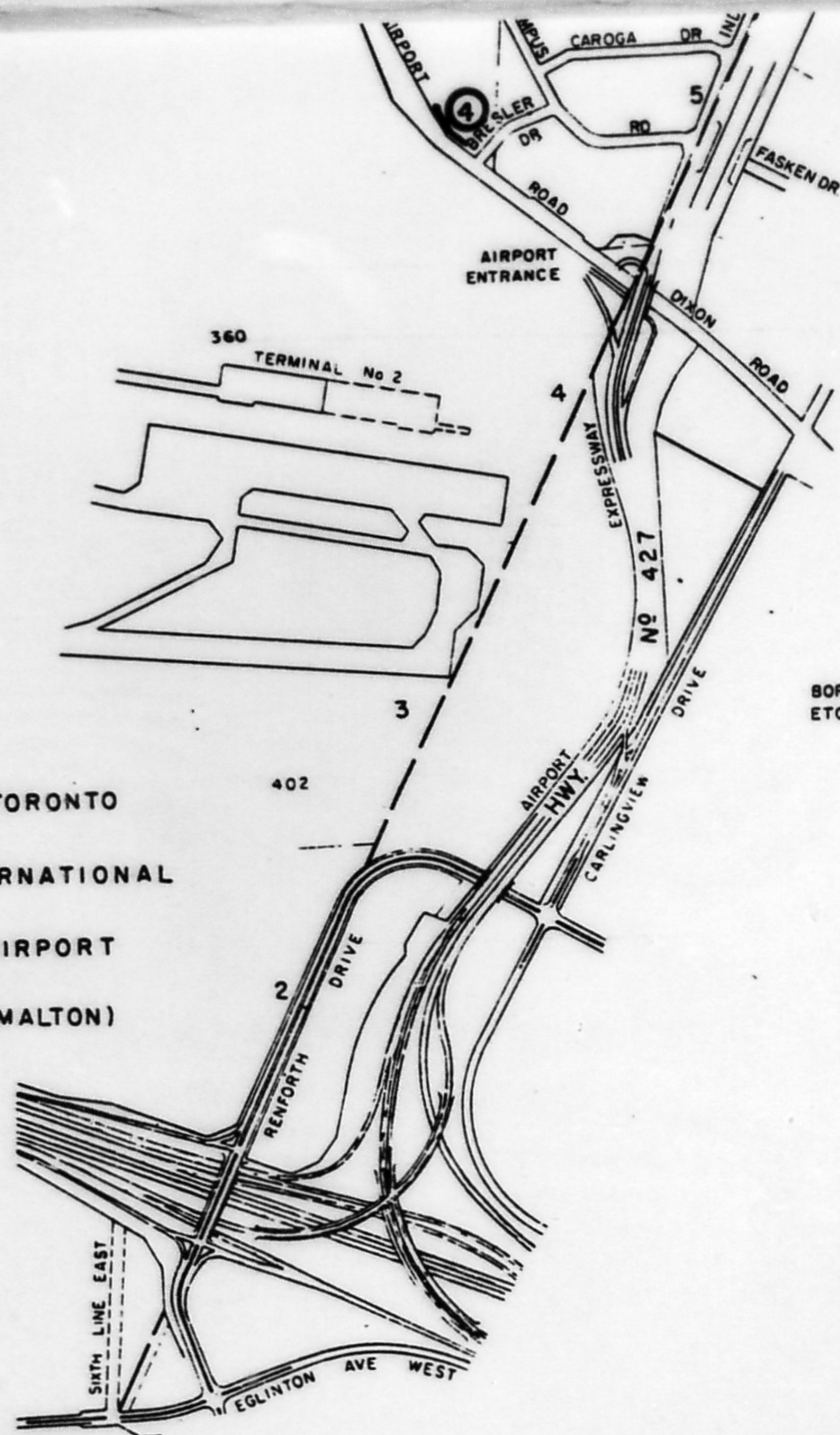


Z - 16

Z - 23

Z-34

TORONTO
INTERNATIONAL
AIRPORT
(MALTON)

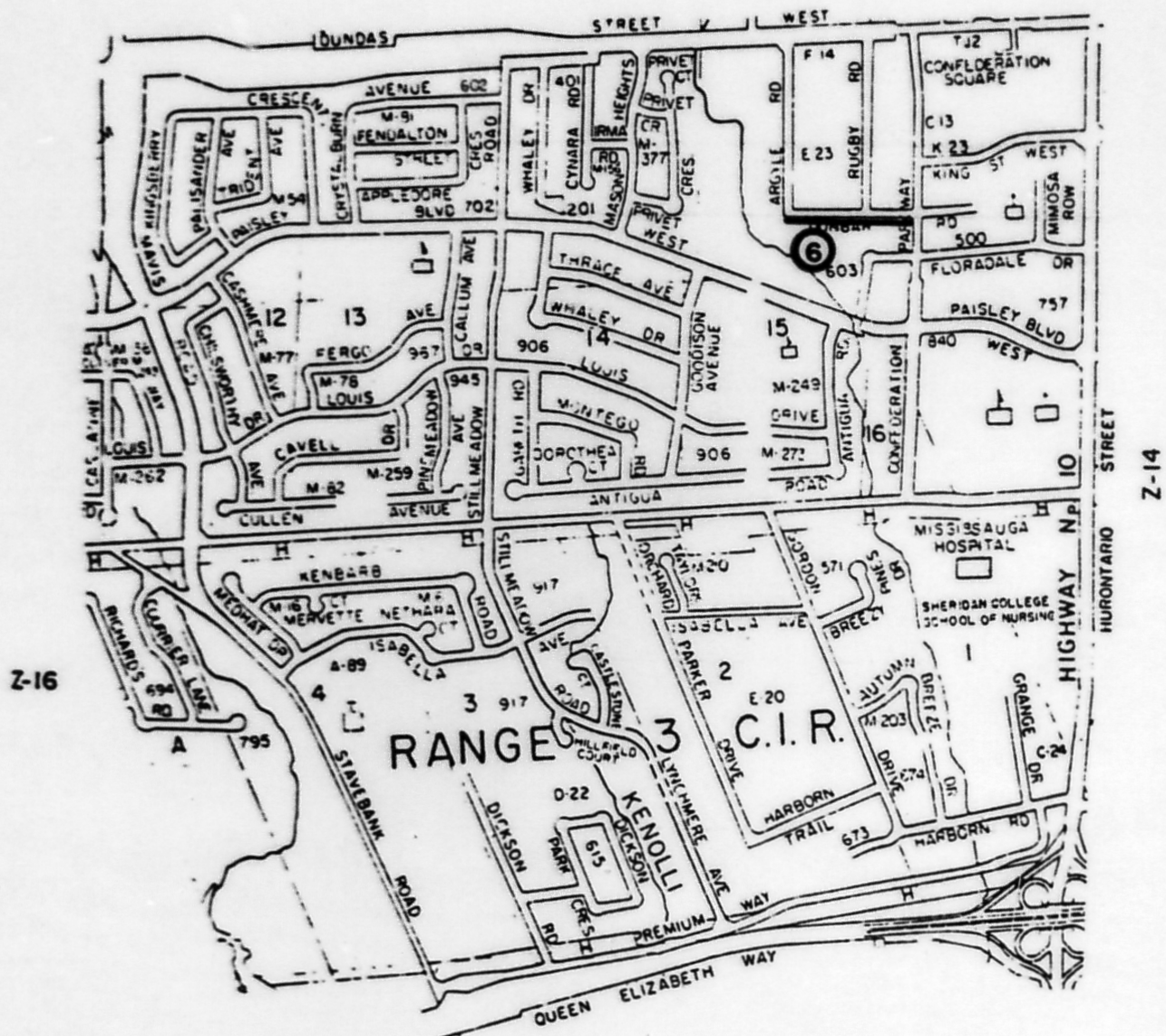


BOROUGH OF
ETOBICOKE

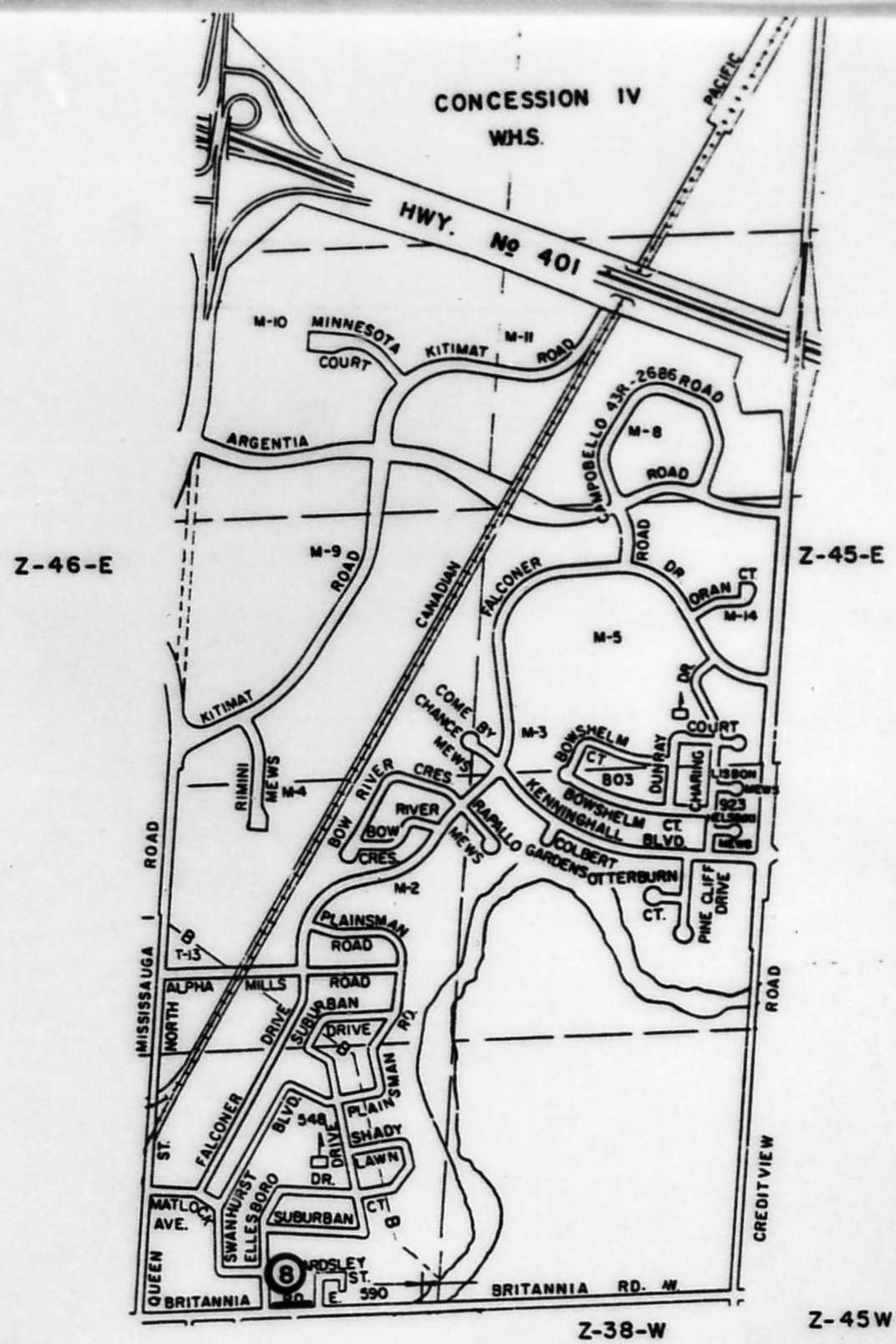
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Z-22

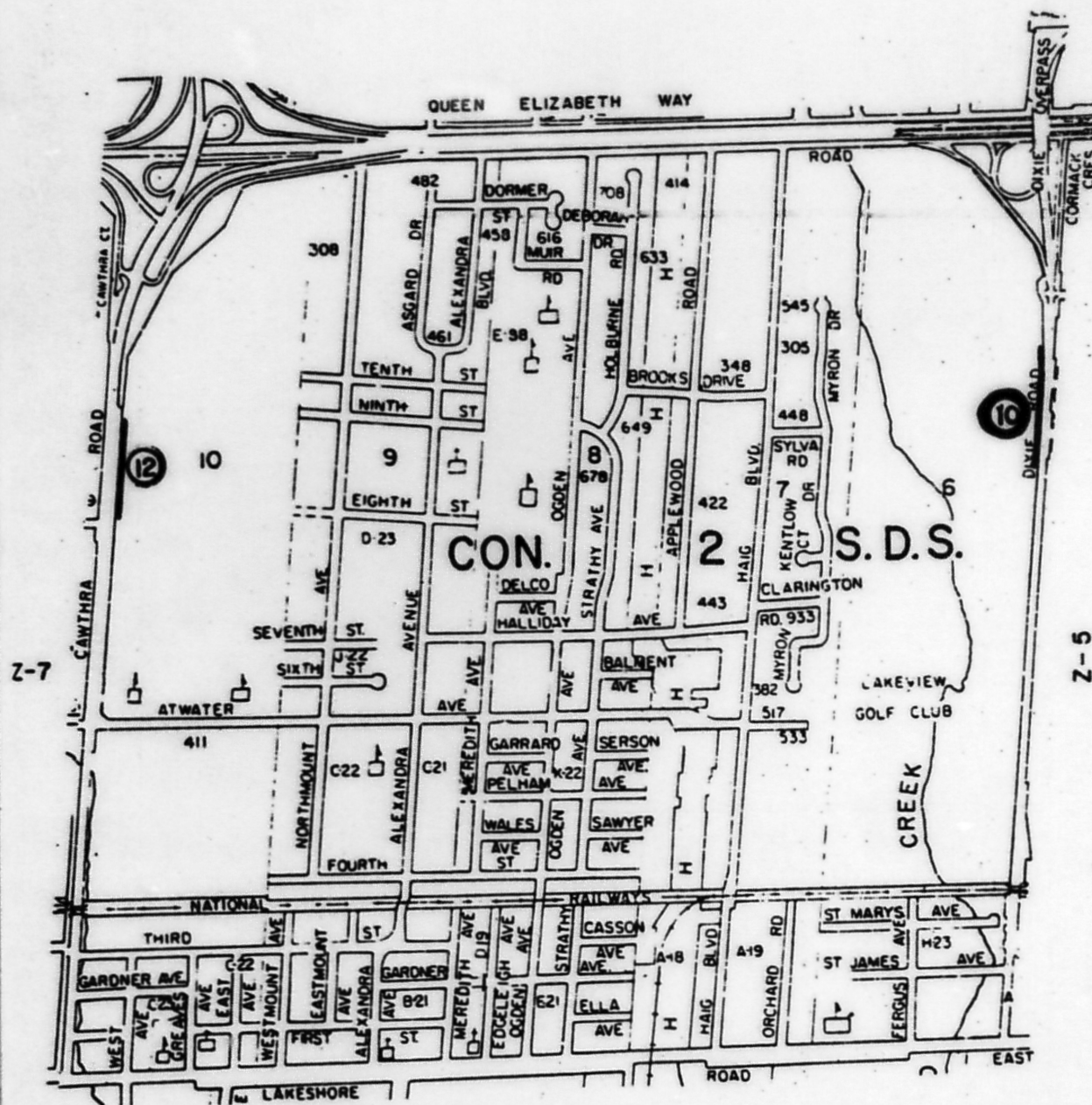


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2-1

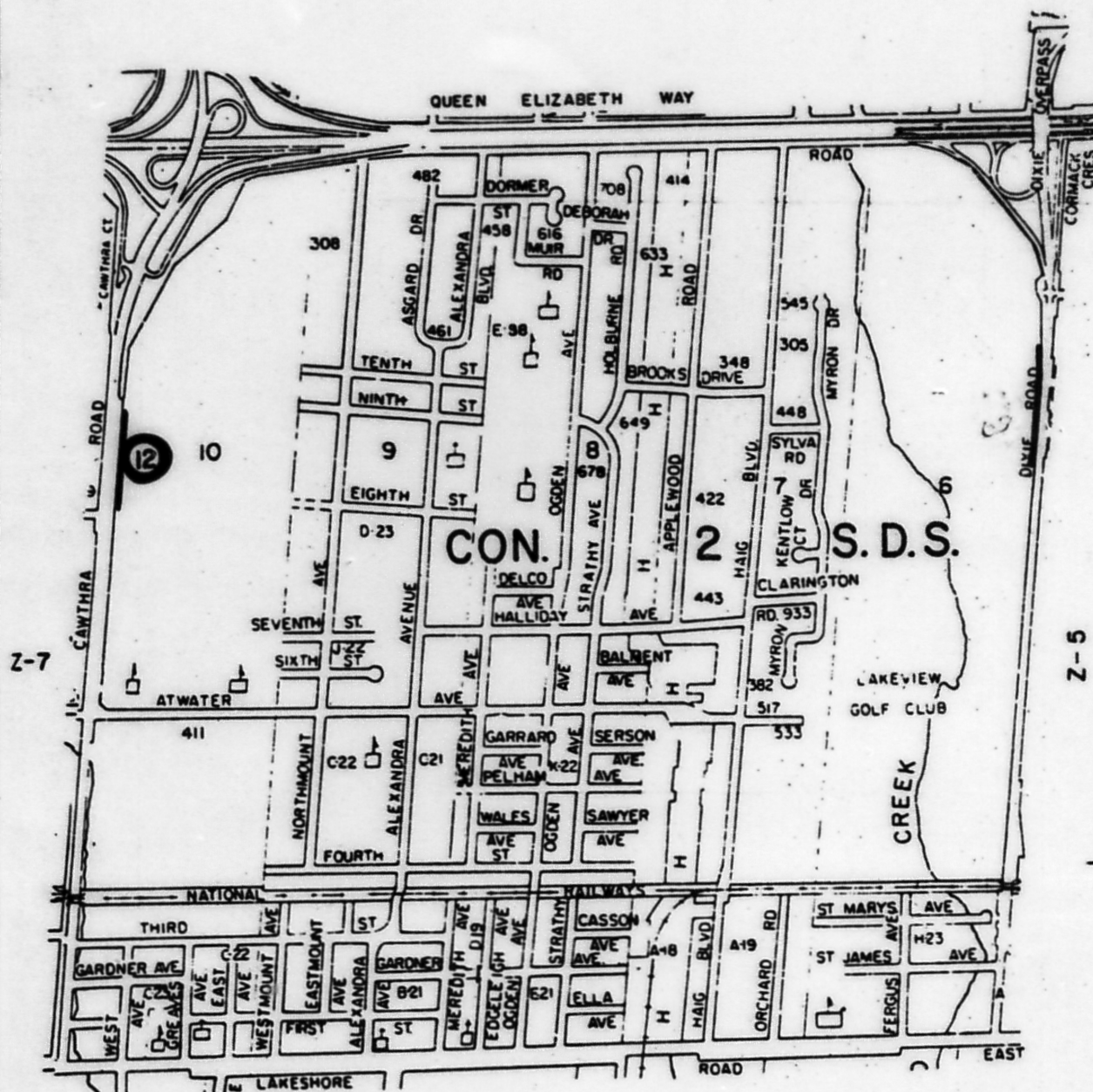
2-1



This is a detailed street map of a residential area in Hamilton, Ontario. The map is oriented with Burnhamthorpe Road at the top and Dundas Street East at the bottom. The map features a grid system with letters A-Z along the left and right edges and numbers 1-10 along the top and bottom edges. The streets shown include Burnhamthorpe Road, Dundas Street East, Silver Road, Spear Road, Winding Trail, Orchard Road, Grand Forks Road, Lincoln Road, Bloor Street, Queen Fredericka Drive, Little Cedar Tree Drive, Dundas Street, Palstan Road, and Dundas Street East. The map also shows numerous local roads and streets, such as Annamore Road, Greenore Road, Broomhill Road, Crescent Road, Lowtree Road, Runningbrook Road, Pinesmore Road, Lexicon Road, Clamfield Road, Cedar Creek Drive, Schomberg Road, A-25 Road, Netherton Road, Hillman Road, Dodsworth Road, Ericson Road, Hollyhill Road, Rymal Road, Ledner Road, Terrace Road, McCarthy Road, Court Road, M-193 Road, M-173 Road, M-171 Road, M-211 Road, Riley Road, Court Road, Dundas Street, Palstan Road, Dundas Street, and Dundas Street East. The map includes house numbers, street names, and a grid system with letters A-Z and numbers 1-10.

Z-20

Z-13



MINUTES

MEETING #2

NAME OF COMMITTEE: PUBLIC WORKS
DATE OF MEETING: Thursday, February 18, 1982
PLACE OF MEETING: Committee Room 'A' 9:30 a.m.
MEMBERS PRESENT: Councillor D. Culham, Chairman
Councillor M. Marland
Councillor D. Cook
Councillor R. Skjarum
Mr. J. Rogers
Mr. W. Schofield
Mr. P. K. Kar
MEMBERS ABSENT: Mr. J. Newell, Vice-Chairman
ALSO PRESENT: Mayor H. McCallion (9:40-10.10)
Mr. B. Johnston (9:40 a.m.)
STAFF PRESENT: Mr. W. P. Taylor, Commissioner of
Engineering and Works
Mr. A. McDonald, Director, Maintenance
Engineering
Mrs. C. Dodds, Committee Co-ordinator

Apologies for absence were received from Mr. Newell.

MATTERS CONSIDERED:

1. Report dated February 12, 1982, from the Commissioner of Engineering and Works, regarding snow removal in the City of Mississauga, as requested by Council at its meeting on February 8, 1982.

In his report, the Commissioner of Engineering and Works, reviewed the suggestions that routes to schools receive first priority, that the City of Mississauga consider passing a by-law similar to the City of Toronto's which requires residents to shovel snow from their sidewalks within 12 hours of a snow fall, and further consider enacting an Emergency Snow Clearing By-law. In addition, the Commissioner of Engineering and Works advised that a problem had arisen in 1982 with respect to the City's maintenance of sidewalks on Regional roads plowed by the Region.

ITEM 1 CONTINUED

The Commissioner of Engineering and Works therefore recommended:

- (a) That the priority routes for snow plowing, sanding, and salting, be the major arterials, the collectors, the hospital, the bus routes and all industrial roads.
- (b) That a by-law not be introduced which would require the residents of Mississauga to shovel their sidewalks.
- (c) That an Emergency Snow Clearing By-law not be introduced for priority routes since the existing legislation serves us well and parked cars can be towed away under Section 116 of The Highway Traffic Act.
- (d) That the Region of Peel be requested to either plow all of the sidewalks on arterial roads in conjunction with their road plowing activities, or alternately, request the City of Mississauga to plow all Regional roads where there are City sidewalks in order that the City can co-ordinate the road and sidewalk snow plowing.

Further to the report, the Committee was advised that recommendation (b) was based on the fact that compulsory sidewalk shovelling was difficult to enforce, too many people were physically unable to shovel snow and Toronto's By-law produced no better results than experienced in Mississauga.

The Committee also received a copy of a memorandum dated February 17th from Chairman Culham on sidewalk snow plowing and emergency situations which develop following unusually heavy snow storms. In his memorandum, Councillor Culham advised that specific streets referred to staff by Councillors following the recent emergency were being evaluated and would be reported to the Public Works Committee. He further suggested that plans should be formulated for future snow storms.

Councillor Skjarum (a) expressed his concern with the safety of children forced to walk on the road when the sidewalks leading to schools were heavily laden with snow, and (b) asked if additional equipment could be pressed into service to meet peak demands.

The Commissioner suggested that he check into all school routes since it was his understanding they were included in the sidewalk snow plowing map. With respect to hiring extra equipment, the City tendered and engaged as much equipment as possible in August of each year and following a snow storm, all snow clearing machinery and personnel are at a premium.

February 10, 1964

ITEM 1 CONTINUED

Mr. Schofield complimented the City staff on their efficient handling of the snow emergency and with few exceptions felt they had done an excellent job under the circumstances.

Mayor McCallion pointed out that she and other members of Council had received many compliments on the City's handling of snow removal. She submitted a letter received from a Mr. Brian Brown of Enniskellen Circle in this vein and asked that it be circulated to those responsible for snow clearing. Mayor McCallion suggested that the recent snow clearance emergency had brought to light the fact that many residents were unfamiliar with the City's snow clearance procedures or what was expected of the homeowners and how they could help, i.e. clearing snow from fire hydrants on their property. She therefore recommended that the Commissioner of Engineering and Works and the Public Information Department prepare a "snow clearance guidelines and information" pamphlet to be approved by the Public Works Committee for circulation to all residents in the Fall of each year. This motion carried.

Mayor McCallion then moved that the Commissioner of Engineering and Works and his staff be empowered to clear snow from any sidewalk, walkway or street intersection under emergency safety conditions. This motion carried.

Councillor Marland pointed out that each Councillor was probably aware of areas within their own wards which needed added or priority attention and suggested that all Members of Council be requested to advise the Commissioner of Engineering and Works of those problem areas so that they could be evaluated and a recommendation made to the next meeting. Areas for sidewalk clearance suggested at the meeting were: north side of Battleford Road from Glen Erin Drive to the M.T.C. roadway to accommodate senior citizens from Heritage Square travelling on foot to the Meadowvale Town Centre; Sherobee Road, Hensall Street from Claircrest Avenue to Tedwyn Drive, the north end of Stanfield Road, Lewisham Drive north and south of Truscott Drive, east and west sides of Old Carriage Road, and Mavis Road from Dundas Street to Queensway West but particularly in the vicinity of Louis Drive.

Councillor Cook then moved that recommendations (a) to (d) in the report from the Commissioner of Engineering and Works be adopted with recommendation (d) to be handled at the staff level first.

ITEM 1 CONTINUED

It was then moved by Councillor Marland that Mayor McCallion write to express the appreciation of Council to the staff who had worked to diligently following the recent storm. Carried.

File: F.05.03.01

Approved

See Recommendation #6 (D. Cook)
See Recommendation #7 (H. McCallion)
See Recommendation #8 (M. Marland)

2. Report dated February 12, 1982, from the Commissioner of Engineering and Works, regarding a request from Councillor D. Culham for an increased level of service for plowing and sanding on the sidewalks on Confederation Parkway between King Street and Paisley Boulevard.

At the request of Councillor Culham, a typographical error indicating Paisley Boulevard rather than Queensway West was corrected.

The Commissioner of Engineering and Works recommended:

"That the sidewalk plowing and sanding level on Confederation Parkway between King Street and Queensway West be increased and placed as a priority route for winter maintenance."

File: F.05.03.02

Approved

See Recommendation #9 (D. Cook)

3. Report dated January 14, 1982 from the Commissioner of Engineering and Works regarding Sidewalk Snow Plowing on Kirwin Avenue. This report was prepared as the result of a request from Mrs. Bardos of 3100 Kirwin Avenue for an increased level of service for plowing and sanding along Kirwin Avenue from Highway No. 5 to Highway No. 10.

The Commissioner of Engineering and Works advised that at the present time, this sidewalk is not noted as a priority route within the guidelines as approved by Council. Kirwin Avenue forms part of the ring road system around Highway No. 5 and Highway No. 10 intersection and the pedestrian traffic is high due to the many apartment complexes in the area.

ITEM 3 CONTINUED

The Commissioner of Engineering and Works recommended:

"That the level of service on Kirwin Avenue with respect to snowplowing and sanding of sidewalks, be increased to conform with the request from Mrs. Bardos and that the sidewalk on Kirwin Avenue be included within the priority list for Sidewalk Maintenance."

File: F.06.03.02

Approved

See Recommendation #10

(R. Skjarum)

4. Report dated February 5, 1982, from the Commissioner of Engineering and Works regarding Sidewalk Plowing and Sanding. This report was prepared as a result of a request from Mrs. Jane Shell of 1620 Sandgate Crescent, Mississauga, for an increase in the level of service for plowing and sanding on Sandgate Crescent from Truscott Drive to Vey Road. The Commissioner of Engineering and Works advised that this section of sidewalk is not listed as a priority route within the guidelines as approved by Council and that the pedestrian count on Sandgate Crescent is high owing to the school located on this street.

The Commissioner of Engineering and Works recommended:

"That the Sidewalk Plowing and Sanding service level on Sandgate Crescent between Truscott Drive and Vey Road, be increased and placed as a priority sidewalk route for winter maintenance."

File: F.05.03.02

Approved

See Recommendation #11

(M. Marland)

5. Report dated February 4, 1982, from the Commissioner of Engineering and Works regarding Sidewalk Plowing and Sanding. The Commissioner of Engineering and Works advised that he had received a request to include the sidewalk on Mississauga Road from Springbank Road to Indian road as a priority route for winter maintenance. Owing to the heavy vehicular traffic on Mississauga Road and the school children utilizing the sidewalk, the need for an improved service was warranted.

ITEM 5 CONTINUED

The Commissioner of Engineering and Works recommended:

"That the sidewalk on Mississauga Road from Springbank Road to Indian Road be classified as a priority sidewalk route for winter maintenance."

File: F.05.03.02

Approved

See Recommendation #12

(M. Marland)

6. Report dated February 4, 1982, from the Commissioner of Engineering and Works with respect to Sidewalk Plowing and Sanding. The Commissioner of Engineering and Works advised that he had received a request to include the sidewalk on Roche Court as a priority route for winter maintenance. Owing to the high pedestrian count from the apartment complex on both sides of Roche Court, the need for an improved service was warranted.

The Commissioner of Engineering and Works recommended:

"That the sidewalk on Roche Court be classified as a priority sidewalk route for winter maintenance."

File: F.05.03.02

Approved

See Recommendation #13

(W. Schofield)

7. Report dated February 4, 1982 from the Commissioner of Engineering and Works with respect to Tender TW-28-1981 for the Supply, Delivery and Installation of all necessary equipment to convert eight (8) vehicles to liquid propane operation; to provide propane storage and dispensing facilities and regular propane supplies. This report was prepared at the request of Council at its meeting held on January 11, 1982.

In his report, the Commissioner of Engineering and Works listed a summary of events explaining the reasons for the delays in carrying out the propane conversion programme. He also advised that it was anticipated that the Ministry of Energy approvals and the propane conversion of City cars will be completed by March 1, 1982. It should also be noted that Superior Propane has accepted responsibility for the original errors in the location of the propane tank and is, therefore, absorbing any additional costs that are incurred for this conversion.

ITEM 7 CONTINUED

The Commissioner of Engineering and Works recommended:

"That the report dated January 27, 1982, from the Commissioner of Engineering and Works regarding the Supply, Delivery and Installation of all necessary equipment to convert eight (8) vehicles to liquid propane operation; to provide propane storage and dispensing facilities and regular propane supplies, be received."

Mr. Rogers suggested that the Commissioner of Engineering and Works visit the completed installation at the Peel Region Police Department.

File: K.03.01

Received See Recommendation #14 (R. Skjarum)

8. Report dated February 15, 1982, from the Commissioner of Engineering and Works, on the streetlighting in the Streetsville Business Improvement District.

On January 26, 1981, Council adopted a recommendation of the Public Works Committee "that Councillor T. Southorn prepare a report for consideration by General Committee concerning the removal of the existing decorative lights in the Streetsville Business Improvement District".

In accordance with this recommendation, Councillor Southorn met with the Streetsville Business Improvement District Association and as a result of this meeting, General Committee made the following recommendation, which was adopted by Council on February 23, 1981:

"(a) That the decorative streetlighting in the Streetsville Business Improvement District be retained for at least one year on the following basis:

- (i) that a less expensive light bulb be investigated;
- (ii) that a clear smoked glass type bulb be replaced with a solid white bulb to reduce the threat of theft;
- (iii) that a clamp be added to the bulbs to prohibit theft;

February 10, 1982

ITEM 8 CONTINUED

- (iv) that the Streetsville Business Improvement District Association identify the locations of greatest vandalism with a view to removing those poles and relocating them in other areas that have been damaged by errant cars and further that no replacement poles be installed at remote and unattended locations where vandalism occurs.
- (b) That the Commissioner of Engineering and Works report on the cost of vandalism of the light fixtures in the Streetsville Business Improvement District at the end of 1981."

In his report dated February 5, 1982, the Commissioner of Engineering and Works advised that while the use of less expensive incandescent light bulbs was too expensive to introduce, solid white globes had been used to replace the clear smoke glass bulbs; theft proof clamps had been installed, and the 5 light standards identified by the Streetsville Business Improvement District Association as being most vandal prone had been eliminated, leaving an inventory of 40 light standards. While the City-wide average maintenance cost is \$30.00 per light standard, the maintenance cost of the street lights in the Streetsville Business Improvement District had been reduced from \$1,000 per light pole in 1980 to \$108 per light pole in 1981.

The Commissioner of Engineering and Works therefore recommended:

"That the decorative lights in the Streetsville Business Improvement District continue to be maintained by the City in 1982 with a further review to be made at the end of 1982."

File: F.02.05.03

Approved

See Recommendation #15

(M. Marland)

- January 10, 1982
9. Report dated January 21, 1982, from the Commissioner of Engineering and Works, regarding road allowance requirements in Industrial Plans of Subdivision. This report was requested by General Committee at its meeting on September 24, 1980, at the time consideration was given to Plan of Subdivision T-79054, J.K. McLennan Developments Limited, lands located at Dixie Road and Eglinton Avenue. The philosophy behind the request was that the City of Mississauga should review its right-of-way requirements for industrial plans of subdivision having regard for the cost of industrial land and the City's intent and adopted policy which encourages industrial development.

In his report, the Commissioner of Engineering and Works reviewed basic concepts in industrial plans for the provision of sufficient widths of roads to accommodate the typical tractor trailer type traffic; truck turns into driveways; through traffic and related on-street parking regulations. In conclusion, he recommended the adoption of the following standards as a requirement of typical industrial roads:

- (a) That the right-of-way standards for industrial road allowances be adopted as 22 m, 24 m and 26 m, to accommodate a 10 m, 12.5 m and 14.5 m pavement respectively, as shown on the drawings attached to the report of the Commissioner of Engineering and Works dated January 21, 1982.
- (b) That additional rights-of-way, as deemed necessary, be taken at the intersections during the processing of industrial plans of subdivision.
- (c) That the designated right-of-way for any industrial street be totally owned by the City as dedicated public highway and no easements be permitted.
- (d) That these revised standards be implemented as soon as is reasonably practical.

File: T-79054
A.00.03.01

Approved

See Recommendation #16

(R. Skjarum)

10. 1981 Sidewalk Needs Study

On January 21, 1982, the Public Works Committee received the 1982 Sidewalk Needs Study dated January 21, 1982, together with a recommendation from the Commissioner of Engineering and Works that the Study be used as the basis for determining future Capital Works Sidewalk Programmes.

It was recommended at that time that the 1981 Sidewalk Needs Study be circulated to all Members of Council with the request that they review the study and advise the Public Works Committee, in writing, of any amendments they would like to see made. The Study was therefore deferred to this meeting of the Committee, pending receipt of input from the Members of Council.

On motion by Councillor Skjarum this item was deferred to the next meeting of the Public Works Committee pending receipt of a written response from all Members of Council.

File: F.06.03.03

Deferred

11. Summary of Unfinished Business relating to the Public Works Committee as of February 15, 1982.

At the request of Councillor Culham, the Commissioner of Engineering and Works was asked to submit a report to the next meeting on his investigations into the feasibility of introducing permit parking and other methods to alleviate parking problems in high density residential areas.

At the request of Councillor Cook, the Commissioner of Engineering and Works was asked to submit a report to the next meeting on "gate" lifting at driveways during snow plowing and the possibility of taking part in the snow shovelling programme operated by the Mimico Reformatory.

At the request of Councillor Culham, the Commissioner of Engineering and Works was asked to submit an up-date report on Domtar flyash to the next meeting of the Public Works Committee

File: A.03.04.06

Received

See Recommendation #17

(R. Skjarum)

February 10, 1982

12. Report dated February 15, 1982, from the Commissioner of Engineering and Works, on 1982 Sidewalk Construction, which report was circulated to the members at the meeting.

The 1982 Capital Budget approved allocating \$200,000. in total to be spent on the sidewalk programme and in his report he recommended that the following be included in the 1982 Sidewalk Programme and approved for tender:

- (a) Mississauga Road (east side) from Kedleston Way to Comanche Road.
- (b) Lakeshore Road (north side) from Inverhouse Drive to Southdown Road.
- (c) Wolfedale Road (east side) from C.P.R. to Gillian Street.
- (d) Airport Road (east side) from the Hilton Hotel to Airway Centre.
- (e) Fairview Road (south side) from Hurontario Street to Palgrave Road.
- (f) Dunbar Road (south side) from Confederation Parkway to Argyle Road.
- (g) Ripon Street (south side) from York Street to Airport Road.
- (h) Britannia Road (north side) from Ardsley Street to Ellesboro Drive.
- (i) Thamesgate Drive (south side) from Redstone Road to Airport Road.
- (j) Dixie Road (west side) from Fairway Apartments to Dixie Plaza.
- (k) Burnhamthorpe Road (north side) from Tomken Road to Golden Orchard Drive.
- (l) Cawthra Road (east side) from Arbor Road to Cawthra Park.

File: F.06.03.03 See Recommendation #18 (M. Marland)

RECOMMENDATIONS: As per Report No. 2-82

ADJOURNMENT: 10:40 a.m.

Christine Dodds

CHRISTINE DODDS, COMMITTEE CO-ORDINATOR

FEBRUARY 18, 1982
FILE: A.03.04.06

REPORT NO. 2-82

TO: The General Committee of the City of Mississauga.

LADIES AND GENTLEMEN:

The Public Works Committee presents its second report and recommends:

6. (a) That the priority routes for snow plowing, sanding, and salting, be the major arterial roads, the collector roads, routes leading to and in the vicinity of the hospital, the bus routes and all industrial roads.
- (b) That a by-law not be introduced which would make it mandatory for residents of Mississauga to clear their sidewalks of snow within a 12 hour period of a snow fall or face penalty.
- (c) That an Emergency Snow Clearing By-law not be introduced for priority routes since the City of Mississauga is already empowered to have parked cars towed away under Section 116 of The Highway Traffic Act.
- (d) That the Commissioner of Engineering and Works for the City of Mississauga meet with the Commissioner of Works for the Region of Peel to improve the co-ordination of their road and sidewalk snow plowing activities.
- (e) That the Commissioner of Engineering and Works be authorized to clear any sidewalk, walkway or street intersection of snow under emergency safety conditions.

(38-6-82) F.05.03.01

7. That for the consideration of the Public Works Committee the Commissioner of Engineering and Works and the Public Relations and Information Department prepare a "Snow Clearance - Guidelines and Information" pamphlet to be distributed to all residents in the Fall of each year.

(38-7-82) F.05.03.01

February 18, 1982

8. That Mayor McCallion write to the Staff involved in snow clearance following the recent unusually severe winter storm to express the appreciation of Council for their diligent and untiring efforts.

(38-8-82) F.05.03.01

9. (a) That the report dated February 12, 1982, from the Commissioner of Engineering and Works, regarding snow clearance on sidewalks on Confederation Parkway, be received.
- (b) That the sidewalk plowing and sanding level on Confederation Parkway between King Street and Queensway West be increased and placed as a priority route for winter maintenance.

(38-9-82) F.05.03.02

10. (a) That the report dated January 14, 1982 from the Commissioner of Engineering and Works regarding Sidewalk Snow Plowing on Kirwin Avenue, be received.
- (b) That the sidewalk plowing and sanding level of service on Kirwin Avenue be increased, and placed as a priority route for winter maintenance.
- (c) That a copy of this recommendation be forwarded to Mrs. Bardos, 3100 Kirwin Avenue, for her information.

(38-10-82) F.06.03.02

11. (a) That the report dated February 5, 1982, from the Commissioner of Engineering and Works regarding Sidewalk Plowing and Sanding, be received.
- (b) That the sidewalk plowing and sanding level of service on Sandgate Crescent between Truscott Drive and Vey Road, be increased and placed as a priority route for winter maintenance.
- (c) That a copy of this recommendation be forwarded to Mrs. Jane Shell, 1620 Sandgate Crescent for her information.

(38-11-82) F.05.03.02

February 18, 1982

12. (a) That the report dated February 4, 1982, from the Commissioner of Engineering and Works regarding Sidewalk Plowing and Sanding on Mississauga Road, be received.
- (b) That the sidewalk on Mississauga Road from Springbank Road to Indian Road be classified as a priority route for winter maintenance.

(38-12-82) F.05.03.02

13. (a) That the report dated February 4, 1982, from the Commissioner of Engineering and Works regarding sidewalk plowing and sanding on Roche Court, be received.
- (b) That the sidewalk on Roche Court be classified as a priority route for winter maintenance.

(38-13-82) F.05.03.02

14. That the report dated January 27, 1982, from the Commissioner of Engineering and Works regarding the Supply, Delivery and Installation of all necessary equipment to convert eight (8) vehicles to liquid propane operation; to provide propane storage and dispensing facilities and regular propane supplies, be received.

(38-14-82) K.03.01

15. (a) That the report dated February 15, 1982, from the Commissioner of Engineering and Works, on the streetlighting in the Streetsville Business Improvement District, be received.
- (b) That the decorative lights in the Streetsville Business Improvement District continue to be maintained by the City in 1982 with a further review to be made by the Public Works Committee at the end of 1982.

(38-15-82) F.02.05.03

February 18, 1982

RECOMMENDATION 18 CONTINUED

- (i) Thamesgate Drive (south side) from Redstone Road to Airport Road.
- (j) Dixie Road (west side) from Fairway Apartments to Dixie Plaza.
- (k) Burnhamthorpe Road (north side) from Tomken Road to Golden Orchard Drive.
- (l) Cawthra Road (east side) from Arbor Road to Cawthra Park.

(38-18-82) F.06.03.03